

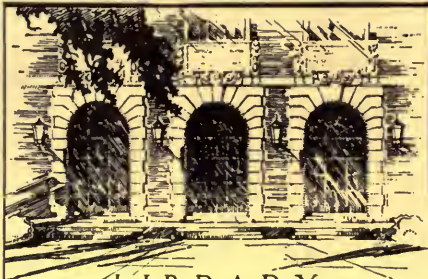


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Why City Planning Pays

By

CHARLES H. WACKER

Chairman, Chicago Plan Commission

“It promotes trade by supplying direct and easy ways for the extension and development of commerce; fosters city growth by making it easier and cheaper to conduct all classes of business; increases and insures all property values by preventing the many evils of haphazard building; makes every citizen a more efficient worker by saving time and money in transit of goods and people; and, above all, it assures to that city which adopts it, a future citizenry, sound in body, mind and morals.”

Chicago's Greatest Hour

This Book of Chicago is dedicated to those public spirited men of this city who have by their financial support and co-operation helped to bring about the present Reconstruction Plan of Chicago so ably evolved by the Plan Commission and loyally supported by the Mayor, the City Council, the Real Estate Boards, the Commercial Club, the Association of Commerce, and every other civic organization looking to the future welfare of this great city by the lake. May it help to speed on the good work now under full swing to an early completion, so that we of this generation will be able to enjoy it and to rejoice in this, Chicago's Greatest Hour.

—F. J. CAMPBELL, Publisher.

CHICAGO stands within striking distance of her greatest goal. This wonder city that arose from the ashes of the great fire of 1871, is about to come into her own. The things of which Burnham dreamed, the things which were regarded as visionary less than a generation ago, are now under way and will become a reality in less time than then seemed possible. In fact, within ten years the principal features of the regal Chicago Plan will have been completed. Then this generation will be the greatest and proudest in all Chicago's marvelous history.

The passage of the park-terminal-electrification ordinance insures that within six years the greater outer park between the mouth of the river and Jackson Park—with lagoons, bathing beaches, pleasure boat harbors, stadium, golf courses, speedboat courses—will be completed. That within ten years there will be complete electrification of the I. C. north of Roosevelt Road, and electrification of the entire suburban service—in fact, elimination of ninety per cent of the I. C. smoke. (It can, and probably will, be done in much quicker time.)

In less than six years the Lincoln Park Board will have finished its shore development close up to the Evanston line; then, with the linking of the outer drives over the mouth of the Chicago River, we will have completed our twenty-five mile lake shore park, the greatest and most beautiful in the world.

Michigan Avenue, the \$15,000,000 improvement with double-decked bridge and broad plazas, will be completed next year.

The Roosevelt Road viaduct, the last link of the Twelfth Street improvement, should be completed next year.

If the people next November vote the \$28,600,000 of bonds authorized by the Legislature, the Ogden Avenue, South Water Street, Robey Street, Ashland Avenue and Western Avenue improvements will start at once and will be completed within five years.

The passage of the I. C. ordinance will remove the last obstacles to the straightening of the river, really a small task, which will pay for itself through the land reclaimed. (This could be done within a year.)

Within five years the \$50,000,000 Union Depot will be finished; also the \$6,000,000 West Side Postoffice.

Next year we expect to start upon "The Town Hall of the Nation," the greatest convention hall of the world, authorized by act of the last Legislature.

Next year, thanks to the initiative of Mayor Thompson, Chicago's Stadium will begin to assume its titanic lines.

With the foregoing completed, there will be accomplished the principal things of the Chicago Plan. Chicago in truth stands upon the threshold of her greatest achievements.



*CHARLES H. WACKER,
Chairman Chicago Plan Commission.*

Plan of Chicago and the People

By WALTER D. MOODY, *Managing Director*
Author of "What of the City?"

EVERY school child in Chicago can tell what the Chicago Plan Commission is—why it is and what it does. Chicago's children today are all boosters for its Plan. Tomorrow they will be its backers. The Plan of Chicago is well on its way to fulfillment. The voters can give it a mighty boost on November 4th, when they will have the opportunity to pass upon bond issues to the extent of \$28,600,000, for Plan projects, recommended and in the making.

Every great and desirable thing is a matter of progressive development. It is an old saying that "you cannot pick your fruit until it is ripe." Seed planting, cultivation, growth and harvest, all have their periods before the crop is garnered. And so it is with the Plan of Chicago and the Plan Commission. Present accomplishments by the Commission in advancing the Plan are the logical results of long and careful nurture—the results of good seed and fertile soil—a city badly needing orderly development—a Plan for every section and all the people.

From this combination the Plan of Chicago tree has shot upward, spreading its branches over a suffering and grateful people. Already a giant growth, the Chicago Plan Tree will continue to add to its girth. Other branches will sprout and develop as have those which have already grown; the Roosevelt Road widening; the Michigan Avenue extension; the West Side terminal construction, the widening of Canal Street and the Polk and Taylor Street Viaducts, the double level Kinzie Street viaduct and

bridge and the West Side post office site; the Ogden Avenue extension; the Western and Ashland Avenue widenings; the Robey and South Water Street improvements; the lake front parks and new Illinois Central plans, and the Forest Preserves. These main branches of the Plan of Chicago have sprouted besides several smaller ones.

The reason Chicago children know and love this tree is because, for eight years, they have studied all about it in their schools. But the Plan tree was set out and history was made before they heard of it in their classes.

Mayor Fred A. Busse at the direction of the City Council, appointed the Chicago Plan Commission in 1909. To make sure against its failure by the frequent changes in city administrations, he named Charles H. Wacker, as its permanent chairman.

Mayor Busse appointed a city-wide commission to serve with Mr. Wacker. Its three hundred and twenty-eight members who represent every element and all classes of citizens, are directed by an equally representative executive committee of twenty-six members. The Plan Commission's power is purely advisory. It studies the Plan of Chicago and recommends to the City Council what parts should be carried out and when. It acts as advisor to the City Council in all matters pertaining to public improvements whether these are or are not included in the Plan of Chicago. This was wisely ordained so that all public improvements contemplated would fit in with the Plan thus avoiding further hazardous city development.

It has come to be recognized that the Plan Commission is as valuable for what it prevents of an undesirable character as for what it recommends and promotes of a desirable character.

The Plan Commission was, among other things, principally charged by Mayor Busse and the City Council who created it, to make the Plan of Chicago known to the whole city and all elements in it, so that it could be quickly and intelligently carried out. This has been done by the Commission working with the newspapers, and in hundreds of illustrated lectures, motion pictures, books and periodicals, special and technical reports, and primarily, Wacker's Manual of the Plan of Chicago in the schools.

Besides its executive officers, the chairman, vice-chairman and managing director, the Commission has for its technical consultant Edward H. Bennett, who was the first assistant in creating the Plan of Chicago.

Back of all this—before the Plan Commission—before study by the school children, its consideration by the public and its sponsoring by the press—came the father of the Plan of Chicago, the late Daniel Hudson Burnham, great architect, director of works of Chicago's World Columbian Exposition, world noted city planner. Back of Burnham, and working with him, was the Commercial Club of Chicago, one hundred of Chicago's leading business men who contributed the money necessary to create the Plan of Chicago and who have since largely maintained the Plan Commission financially.

After years of study and hundreds of conferences by the Commercial Club's plan committee, Mr. Burnham and his corps of experts completed the Plan of Chicago early in 1909, when it was presented as a gift to the people of Chicago with the request that a commission be appointed for its study and promotion. Thus the greatest gift that was ever bestowed upon the people of a

modern city became the heritage of the people of Chicago.

The Plan of Chicago is known to the whole world. The work of the Chicago Plan Commission is known to every Chicagoan. Its methods and its accomplishments are known in every land. These are universal examples for similar endeavor everywhere.

Mayor Carter H. Harrison and the City Council of his administration advanced the work which Busse had started. Mayor William Hale Thompson, the City Councils of his administrations and the members of his cabinet have exceeded all precedent in bringing the Plan of Chicago to fruition.

The people of Chicago have approved the Plan of Chicago by large majority votes at every opportunity given them. With a hearty will, everybody—authorities and citizens alike—are for its speedy completion.

With the Roosevelt Road widening, the Michigan Avenue extension, the West Side terminals and the Forest Preserves far advanced in construction there remains to be started of the projects recommended, the lake front plans, which must have a permit from the War Department of the national government, and the approval of the voters at the coming November election for the necessary bonds for the Ogden, Western and Ashland Avenue and the Robey and South Water Street improvements. There must also be obtained the needed federal appropriation of money for the purchase of the Canal Street post office site.

The state legislature after weeks of hard work gave Chicago the right to bond itself for the money to complete these improvements. The Plan of Chicago is now directly up to the voters as it has never been before. Their action on November 4th will be a notice to the entire world that the I WILL spirit is not dead but lives to send Chicago far on the way to its inevitable destiny—the world's largest, most attractive, healthful and prosperous city.



Copyright, The Commercial Club of Chicago

**PLAN OF BOULEVARD TO CONNECT THE NORTH AND SOUTH SIDES OF
THE CITY, VIEW LOOKING NORTH FROM WASHINGTON STREET**

Painting by Jules Guerin

From the collection of the Chicago Plan Commission

The Chicago "We Will" Spirit

By THE PUBLISHER

WHEN the Commercial Club of Chicago in 1909, after years of study in the preparation of the Plan of Chicago, and hundreds of conferences, completed the Plan and presented it to the City Council of Chicago, with the request that a Plan Commission be organized for its further study and promotion, the club members did not dream that progress would be made in carrying out the plan as rapidly as has been the case. Nor did they or the Plan Commissioners anticipate that a great world war would occur to intercept its progress.

During the darkest days of the war the officers of the Chicago Plan Commission believed that the world conflict would retard work on the Plan of Chicago at least five years. The sudden ending of the war, however, had just the opposite tendency, and from present indications the plan work has been advanced ten years.

The great war served to vivify rather than to dim the economic and humanitarian advantages of the Plan, and now as if by magic the whole city seems to realize the need of advancing, at the earliest possible moment, the various projects already recommended.

The much-heralded "Chicago Spirit"—not the "I Will" spirit but the "We Will" spirit—is again working in utterly remarkable fashion. That undaunted spirit caused the present city to rise from the hot embers of the great fire of '71, almost before they had become cool, effacing every evidence of the fire within three years.

The indomitable spirit that produced the World's Fair of '93, and gave such

tremendous impetus to constructive art throughout the world—and which established Chicago as the premier constructive art center of the world—is the spirit—the Chicago Spirit—that has been stalking in our midst.

After eight years of planning, working and preaching—years in which there was little outward evidence of city-wide support, now overnight, as it were, the city's great commercial, civic and social clubs and organizations, a united press and the voices of leading citizens, like Coxy's army, have arisen entirely upon their own initiative to the whole-souled support of the Plan Commission, and are backing its Reconstruction Platform.

During the war public improvement projects were seemingly if not actually placed in the non-essential list. The abrupt termination of the war and the signing of the armistice was immediately followed by the announcement of the Commission's Reconstruction Platform, and its headquarters at once became a veritable beehive of business activity.

The only difficulty now looming up like a specter to thwart the early and large progress on the Plan is the deplorable financial situation confronting the city of Chicago. The loss of revenue from saloon and other licenses and sources will seriously cripple the city's finances this year, but aside from this millions of dollars are necessary exclusively for public works.

Some means must be resorted to for emergency relief if any substantial progress is to be made. *Cut away the red-tape and enact emergency legislation* is the cry

that has been heard and complied with in England and France, and in certain large cities in the United States where a public works program has been adopted as the best and safest means of safeguarding labor and the city dweller through the reconstruction period. The tax rate of Chicago is less than that of many other cities, and its indebtedness per capita is less than that of one hundred and sixty-two cities of the United States.

Emergency plans and emergency measures is the universal program. Chicago alone had the distinction of being ready when the war ended with a well-thought-out and carefully planned program of public improvements, which found expression in the Commission's Reconstruction Platform.

The Plan of Chicago, among other things, provides for one hundred and ninety-eight miles of street improvements, including the extension or widening of existing thoroughfares and the building of new ones. It provides for a marked rehabilitation of the entire railway transportation system and for large additional recreational facilities through increasing the park area by reclaiming the lake front and in the acquisition of forest preserves.

When our country entered the war and all plan work was stopped, Roosevelt Road had been widened from sixty-six to one hundred and eight feet for a distance of a mile and a half. The remainder of this important improvement, consisting of a new bridge and a one hundred and eighteen foot wide viaduct from Wabash Avenue to Canal Street, was held up, but plans are underway for its construction this year.

The Michigan Avenue extension and widening from Randolph Street across the Chicago River to Chicago Avenue started during the war. The widening from sixty-six to one hundred and thirty feet on both sides of the river has been accomplished, and the double-deck bridge and upper level roadway are now under construction and

should be finished by the first of the year.

The lake front plans, requiring the filling of the submerged area for five miles from Grant to Jackson Park, for the development of 1,280 acres of parklands, protected watercourse and bathing beaches, which have been publicly agitated for eight years, were held up just prior to the war on the inability of the city to agree with the Illinois Central Railway Company on the question of electrification of the railroad company's entire system. It was necessary to acquire the riparian rights of the company, which was done in 1913, but in order that these might be utilized by the city in building the parklands, it became necessary for an agreement to be entered into between the city and the railroad company for the company's new station and general terminal development. Accordingly the City Council at its meeting July 21, 1919, by a vote of 66 for and only 2 against (out of a total number of 70 aldermen) approved a contract ordinance covering the lake front park, harbor and railway terminal development.

The Ogden Avenue extension from Union to Lincoln Park, a distance of three miles, requiring the cutting of an entirely new, 108 foot wide, diagonal thoroughfare, has been provided for in an ordinance passed by the City Council February 18. A court petition has been entered for the appointment of court commissioners to value the property to be taken for the extension, and to designate the zone for special assessment.

Within the month the City Council passed an ordinance directing the Board of Local Improvements to prepare ordinances for the improvement of Western and Ashland Avenues and Robey and South Water Streets in accordance with the recommendation of the Chicago Plan Commission.

These provide for the improvement of the three leading west side thoroughfares mentioned by making them a uniform width and opening them through where they are now closed; and for the reclamation

of South Water Street for public use, and the widening of that thoroughfare from eighty to one hundred and thirty-five feet from its south line to the banks of the Chicago River, and its connection on both the upper and the lower level with the Michigan Avenue extension.

The west side terminal plans, incorporated in a contract ordinance between the city and the companies in 1913, provided that the work be finished in five years. This included the building of the new Union Station on Jackson Boulevard and Canal Street; the erection of the Pennsylvania and Burlington freight stations; the widening of Canal Street from eighty to one hundred feet; the building of the Monroe Street bridge; the double-level Kinzie Street bridge and raised approach; the widening of Polk and Taylor Street viaducts from forty to eighty feet; and the construction of new bridge approaches at every intersection from Washington to Roosevelt Road. This mammoth work, which was progressing favorably at the outbreak of the war, has been vigorously resumed, and \$8,000,000 will be expended upon it this year, including a start on the station.

The west side postoffice site appropria-

tion which provided for a two-block site on Canal Street between the Union and Northwestern Stations, was passed by the House of Representatives and was in the Senate when our country entered the war, and all appropriation bills of this character went into the Senate wastebasket. This matter will be revived in the next session of Congress.

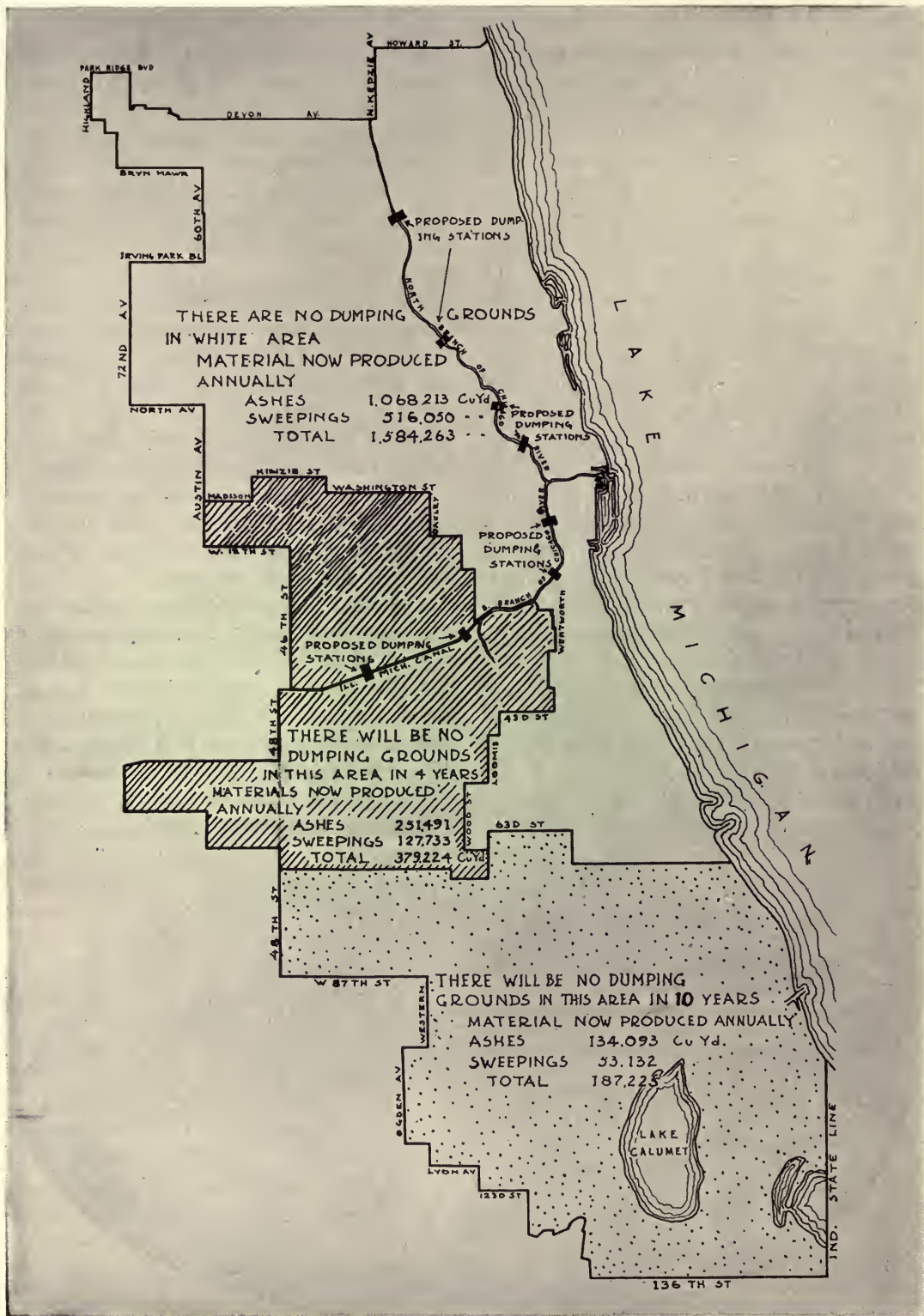
The forest preserve commissioners of Cook County have acquired upwards of 15,000 acres of forest lands, stretching all the way from the Skokie Valley on the north to Chicago Heights on the south. Ten thousand acres additional have been marked by the commissioners for condemnation.

The state good roads \$60,000,000 bond issue, recently passed, will make possible large good road work in the vicinity of Chicago and the forest preserves.

The Plan Commission has recommended the opening of Rogers Avenue to complete a great circuit from Peterson Avenue and the lake north to 22nd Street and beyond on the south. It has recommended a special study of zoning and housing, and bills for both of these branches of city planning were passed at the last session of the Illinois legislature.



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 THE PROPOSED CIVIC CENTER SQUARE, SHOWING THE
 GROUP OF SURROUNDING BUILDINGS, CROWNED BY
 THE CENTRAL DOME.



THERE ARE NO DUMPING
IN 'WHITE' AREA
MATERIAL NOW PRODUCED
ANNUALLY

ASHES	1,068,213	CU YD
SWEEPINGS	516,050	- -
TOTAL	1,584,263	- -

THERE WILL BE NO
DUMPING GROUNDS
IN THIS AREA IN 4 YEARS
MATERIALS NOW PRODUCED
ANNUALLY

ASHES	251,491
SWEEPINGS	127,733
TOTAL	379,224

CU YD

THERE WILL BE NO DUMPING
GROUNDS IN THIS AREA IN 10 YEARS
MATERIAL NOW PRODUCED ANNUALLY

ASHES	134,093	CU YD.
SWEEPINGS	53,132	
TOTAL	187,225	

MAP OF CHICAGO PLAN SHOWING PLAN TO UTILIZE THE CITY'S WASTE MATTER
IN CREATING LAKE FRONT PARK LANDS. —From the Collection of the Chicago Plan Commission.

Lake Front Development

(PUBLISHER'S NOTE: In the opinion of the publisher, the most beneficial feature in the various improvement recommendations of the Chicago Plan Commission is the development proposed for the south shore lake front. According to the published reports of the Plan Commission five miles of lake front parkland can be created for nothing merely by using the city's annual product of waste material. Because of its great economic, business, health and humanitarian interest, the editor quotes below extracts from the Commission's report entitled "Chicago Can Get Fifty Million Dollars for Nothing.")

FIFTY Million Dollars! That is the magnificent sum which can be added to the wealth of Chicago by developing the South Shore Lake Front Parks.

More than forty-six million dollars' worth of land ready for park development!

More than three million dollars in cash put in the treasury of the city!

Nearly thirteen hundred acres added to the city's park area!

Greater wealth! Better health! A finer and more attractive Chicago!

And—best of all—these park lands, ready for development, can be provided *without its costing the citizens, the taxpayers or the city one single cent!*

Of course, there will be an initial expense for the construction of retaining walls, which, however, will be repaid by the revenue derived.

All that Chicago needs to do to secure this remarkable benefit for all the people is to *get busy*.

What is needed is to follow the years of planning, of desiring, and talking, with a period of *action*.

Read on and see how easy it will be to complete the work, how plain and practical is the plan for these fine new parks.

Read on and see how Chicago, by using its waste material, which is even now costing the taxpayers large sums for its disposal, can be at once made an asset and source of **revenue**.

Right now—today—the city of Chicago is face to face with the serious problem of disposing of its building waste, excavated earth, ashes and street sweepings. There can be no possible pollution of water with the waste material deposited behind properly constructed bulkheads. Every dumping ground in the thickly populated sections is filled. It will cost the taxpayers millions to dispose of these wastes in the future unless cheap means of handling them are devised now, as afforded on the lake front. This does not include the increase of waste material due to increased population and the possible construction of subways. This increase will *shorten* the time for the construction of the park land, and will materially *lessen* the expense of subway construction.

It is clear on the face of the map on Page 12 how easily this waste material can be used on the South Shore lake front.

It can be taken quickly by wagon from the most crowded home and factory areas, either to the lake front direct or to stations on the north and south branches of the river, thence to be transported by barges to the park sites.

A most careful study of all the facts by the best experts on this subject shows that—

In five years, by using Chicago's annual waste product of 3,069,861 cubic yards, 15,349,305 cubic yards can be had. This



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BIRD'S EYE VIEW AT NIGHT OF GRANT PARK, CHICAGO, THE FACADE OF THE CITY, THE PROPOSED HARBOR, AND THE LAGOONS OF THE PROPOSED PARK ON THE SOUTH SHORE
From a painting by Jules Guerin.

will build the *inner* park lands. Of this material 1,500,000 cubic yards per year, or a total of 7,500,000 cubic yards, can be had from private contractors, who will pay into the city treasury the sum of \$1,275,000 for the right of dumping their material on city land.

In seven years, by using Chicago's annual waste product, a total of 21,489,027 cubic yards can be had. This will build the *outer* park lands, and the city can get a revenue of \$1,734,000 from dumping privileges.

By these plans the entire park lands can be built in *twelve* years.

RESULT: 1,280 acres of park lands *FOR NOTHING*--worth, according to the experts of the Chicago Real Estate Board, *the tremendous sum* of \$46,000,000, plus a total of \$3,009,000 poured into the city treasury.

If the citizens desire to have the park lands created more quickly than by the "twelve-year-something-for-nothing" plan, an ideal combination plan is presented herein.

By that plan, combining dredging with waste disposal, it is shown that if only two dredges are used in connection with the use of waste material, the 1,280 acres in both parks can be made in a little over *eight* years.

If that plan should be adopted, the cost of dredging would be only \$277,000 more than the revenue received.

If five dredges were used, supplementing the waste deposit, the total lands could be made in *six* years, at a net cost to the city of \$1,085,000.

By the combination "dredging-with-waste-disposal" plan, the slight net cost of \$277,000 to the city over the first "for-nothing" plan is accounted for by the fact that naturally the revenue decreases in proportion as time is saved in the use of dredges in making the fill.

A third plan is provided which shows that the entire 1,280 acres can be completed in about *ten* years by dredging and without

the use of any waste material whatever, at a cost to the city of \$7,860,000. In this plan the time of the fill can be lessened in proportion to the number of dredges used, the cost of the work remaining the same.

This summary of facts deals only with the dollars-and-cents' side of this vast project.

The three plans are submitted to show clearly and unassailably that--

First: The people of Chicago can have their much-needed Lake Front park land in twelve years *for nothing*, plus a revenue, by using only Chicago's waste material, and

Second: That they can be had in eight years at a *trivial cost*, by combining dredging and materials disposal, and

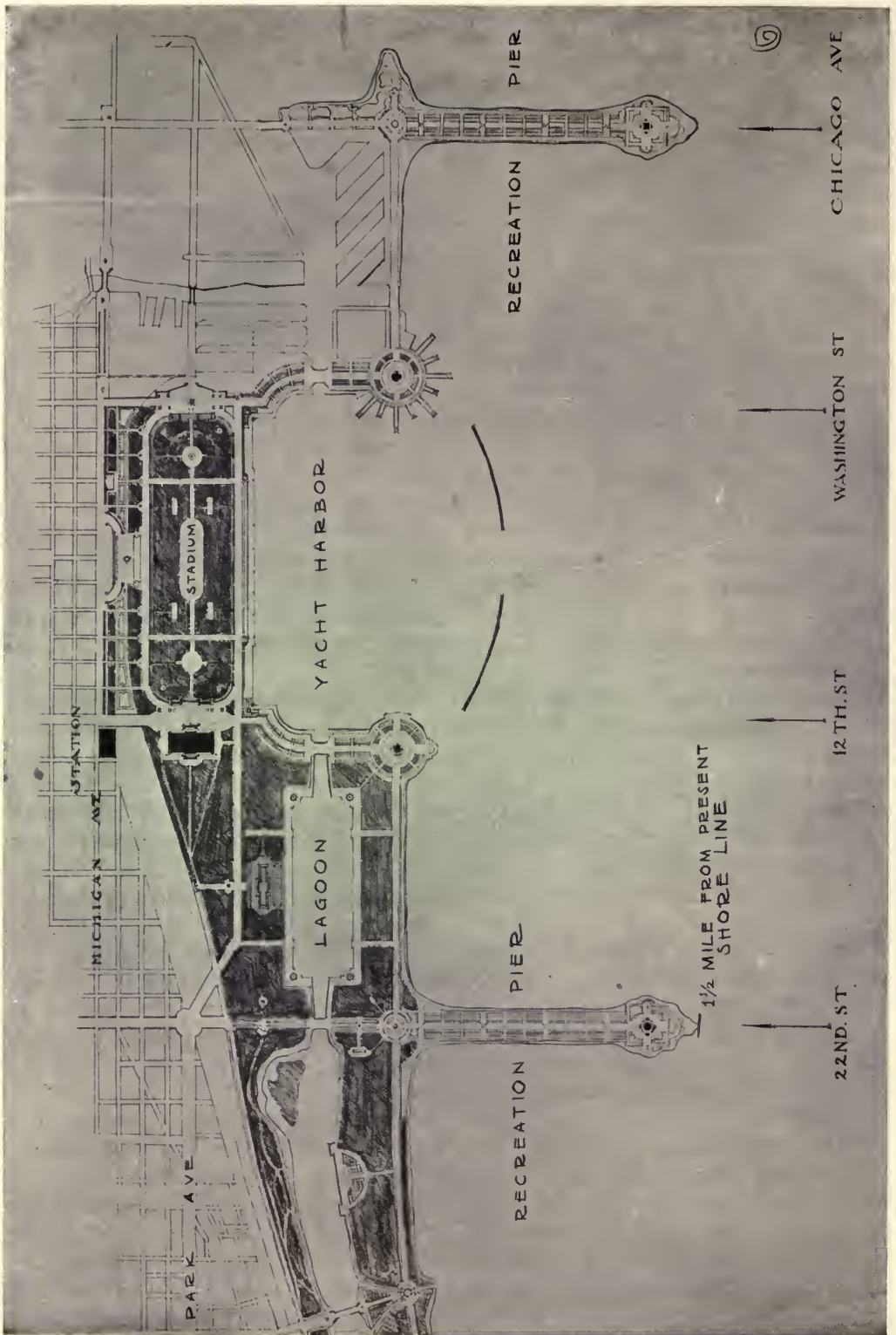
Third: That they can be had in six years at a cost which is *insignificant* to our great city, even if no waste material at all is used.

The cost, however, of public playgrounds for the benefit of all of our people drops into insignificance when compared with the priceless value of safeguarding the health of our men, women and children, and the knowledge that we are doing our full duty in creating conditions which will increase happiness, elevate morals and produce better citizens.

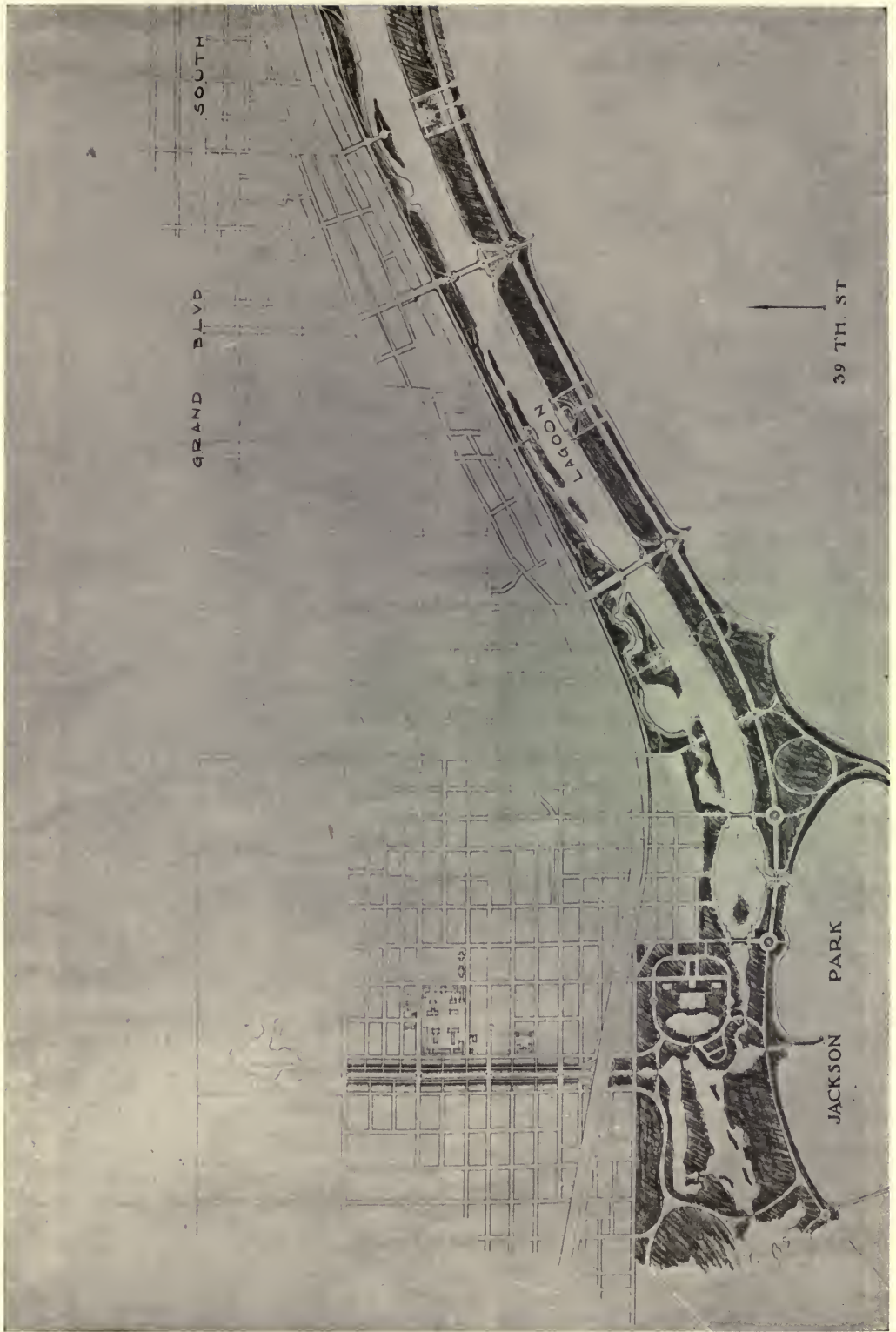
The physique of man in large cities is deteriorating, and it has been reported that 75 per cent of those recently examined for military duty have been found inefficient. Appalling! Is it not time to stop and ponder?

We persistently agitate, but not with enough vigor, the preservation of our material assets. Our men, women and children are our greatest national assets. Light and air are hygienically basic. Healthful amusement, fun and recreation are the greatest lubricants for physical welfare, and the greatest protection for moral health.

How can these be safeguarded and made more efficient?



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 SECTION I OF THE ORIGINAL LAKE SHORE PLAN FROM CHICAGO AVENUE ON THE NORTH TO 35TH STREET ON THE SOUTH, PROPOSED ISLAND PARK AND LAGOON; ALSO FIELD MUSEUM AND NEW ILLINOIS CENTRAL RAILWAY STATION AT ROOSEVELT ROAD.



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SECTION II OF THE LAKE SHORE PLAN SHOWING CONTINUATION
OF PLAN FROM 35TH STREET TO JACKSON PARK



FRONT ELEVATION OF NEW FIELD MUSEUM OF NATURAL HISTORY JUST CONSTRUCTED ON EAST ROOSEVELT ROAD AT GRANT PARK.



PERSPECTIVE VIEW OF NEW FIELD MUSEUM OF NATURAL HISTORY

By creating more parks—large and small—more play-grounds—more bathing beaches—and more community centers.

In 1880 we were second among the large cities of the United States in park area. Today we are in eighth place. The standard of health experts is one acre of park space for each one hundred people. Chicago has only one acre to each 519 persons.

With 1,280 acres of new park land to be had for nothing, how can further delay be explained or justified to the people?

The wealth of a community fixes the scope of the public improvements; hence the importance of capitalizing every available asset. Calling Chicago an attractive metropolitan city does not make it so.

How much longer shall Chicago be deprived of the incalculable commercial value of these Lake Front Parks? That is up to the citizens. Hundreds of millions of dollars annually follow the great tide of travel to the attractive spots of the world. Build these parks, and they will bring millions of dollars annually to the people of Chicago.

Chicago—a lake port—center of population of the United States—terminus of one hundred thousand miles of railroads, with 50,000,000 people within a night's ride—if she will exert herself and promptly complete the tasks before her, she will become one of the greatest Meccas in the world for tourists.

Paris received \$1,640,560 in two months from American travelers alone, for hotel accommodations, theater tickets and cab

fares. This takes no account of purchases.

New York City estimates a revenue of one hundred million dollars per month from its two million visitors.

Berlin, by making herself more attractive and interesting, so increased the number of her visitors that the year before the war they equaled those of Paris.

Chicago can have her full share of the vast revenue constantly flowing to world cities from the tourist public, but only by utilizing all of the opportunities within her grasp.

In addition to the revenue from tourists, there is also the vast saving to be made. Soon the city dumps will be full. Unless we then use the waste to build the South Shore Lake Front land, Chicago will have to pay the annual cost of transporting the 3,069,861 cubic yards to points outside the city; and this amount will increase with the city's growth. The cost of its transportation will be greater than the cost of creating these park lands, whatever process is employed.

On the one hand it will cost millions to dispose of valuable waste material, with no return. On the other hand it will cost nothing to utilize this material, with not only the return of fifty million dollars in land and revenue, but also a far greater return in the health and contentment of our citizens.

It is wickedly wasteful of valuable material, priceless health and vastly increased public wealth to delay the prompt starting of the lake front plans.





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PANORAMIC VIEW OF MICHIGAN BOULEVARD AND GRANT PARK SHOWING ORIGINAL PLAN FOR
NEW ILLINOIS' CENTRAL STATION AND LAKE FRONT IMPROVEMENT

From the collection of the Chicago Plan Commission



A SECTION OF MICHIGAN AVENUE AND ADAMS STREET SHOWING ORCHESTRA HALL,
THE PULLMAN BUILDING, THE PEOPLE'S GAS, LIGHT AND COKE CO.'S BUILDING,
CORNER OF ART INSTITUTE

Courtesy Rand-McNally Souvenir Guide to Chicago

Make Chicago Attractive Healthful and Convenient

(Reconstruction Platform of the Chicago Plan Commission)

CHICAGO is now face to face with the reconstruction period, but has made no preliminary preparation. Where yesterday was the wigwam, today is the national center of population, commerce, education, music and constructive art. Our beloved city—in the front rank of patriotic devotion—ministering to national needs—supplying without stint men, money and material—center of Red Cross activities, not forgetting to serve humanity—allowed its war endeavors to over-

shadow the need for making ceaseless effort to conserve the health, general well-being and effectiveness of its own people.

Valuable time has been lost, but it is not yet too late to replace procrastination with our vigorous and enthusiastic support of the reconstruction program of the Chicago Plan Commission.

OUR RECONSTRUCTION DUTY

Chicago's first reconstruction duty is toward its returning soldiers. Work must be provided for them, and the proper em-



RIO DE JANEIRO, BAYSIDE BOULEVARD EXTENDING AROUND THE WATERFRONT OF ENTIRE CITY AND SUBURBS.

—From the Collection of the Chicago Plan Commission

ployment of labor at adequate wages should be our first consideration. The best opportunity for this is work on Chicago's great public improvements.

Work is the demand and the right of the laboring class—not charity.

The reconstruction period will require at least five years, during which grave problems will confront us. An equitable solution can only be achieved by a patriotic and united citizenry.

FUNDAMENTAL NEEDS

The war intensified rather than dimmed the need for public improvements in Chicago—manifestly necessary before—agitated for many years—and upon some of which work had been started.

The public health, ample means for healthful recreation, convenience of traffic in the streets, relief of the congested districts and facilitation of railway terminal and food handling, which were of funda-

mental importance before the war, have now become matters of absolute necessity.

No people of any city will labor harder or sacrifice more for their city—their larger home—than will the people of Chicago. It is this civic patriotism—almost as strong as our love of country—that in the past has urged Chicago to great achievement. What Chicago *wills* to have created *will* be created; and what it wants done will be done. All we now need is the spark of ignition. *Vim* and *vigor* lead to *Victory*.

CHICAGO OUR LARGER HOME

There is eloquence in stone and steel; there is inspiration in good architecture; there is character building in good surroundings. Our city as our larger home does much to mold our character. Unknown and unrealized by us, the silent forces of our environment are working upon us and upon each of our fellows.



AVENUE BOIS DE BOULOGNE, PARIS,
WEST FROM THE ARC DE TRIOMPHE

From the collection of the Chicago Plan Commission



STATUE OF CHARLES XII SURROUNDED BY FOUR MORTARS CAPTURED IN BATTLE, STOCKHOLM

From the collection of the Chicago Plan Commission. Shown for purposes of illustrating a point in City Planning as utilized by other cities.

Chicago has a good citizenry—a patriotic citizenry—it is proud of its citizens and its citizens are proud of their city. They know that attractive development and good citizenship go hand in hand and they want to see their city made the best it can be.

The Chicago Plan Commission calls upon all public officials and public utility executives to cease all unnecessary bickering and get together *now* in a spirit of co-operation and civic patriotism to save Chicago in this its greatest hour of need and its moment of greatest opportunity.

The Chicago Plan Commission calls upon all citizens to get behind its platform of unprecedented economic benefits to the whole city. Chicago is fortunate indeed in having a scientifically worked out plan that exactly fits the present emergency, and which will inure immeasurably to the

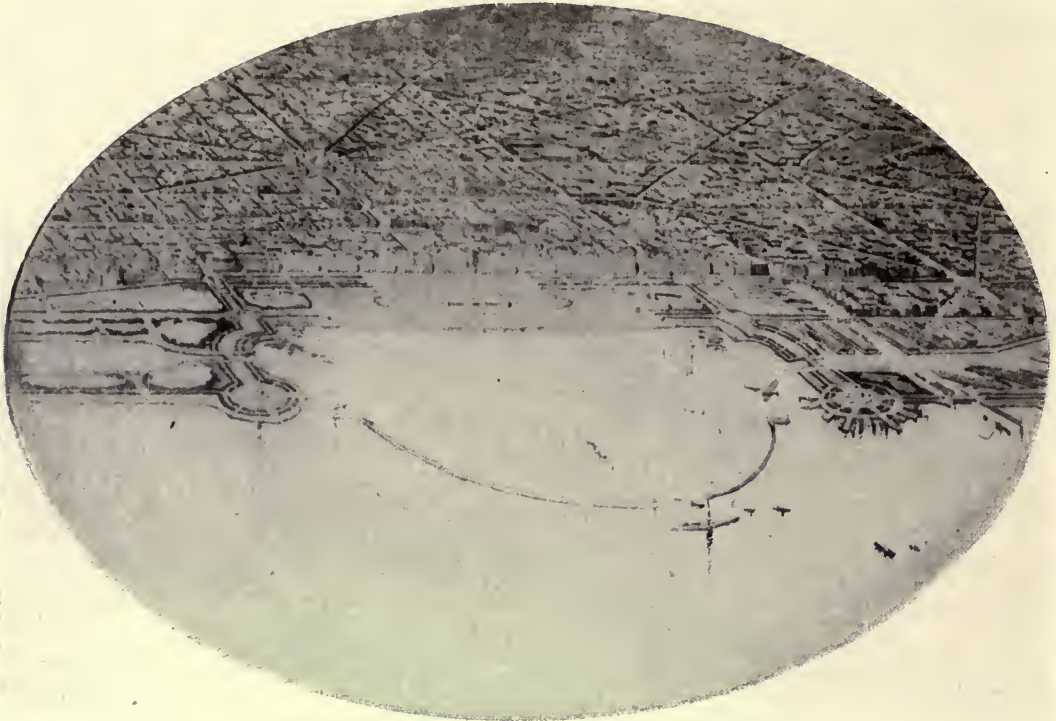
health, happiness and financial prosperity of all the people.

This is an epochal time in the life of Chicago, great in opportunity and vital in need.

THE PROGRAM

The planks of the *Reconstruction Platform* of the Chicago Plan Commission are: VIGOROUS PROSECUTION OF WORK ALREADY STARTED ON—

1. *Roosevelt Road.*
2. *West Side Railway Terminals*; widening of Canal Street north of Roosevelt Road via double-deck Kinzie Street and bridge, to Orleans Street.
3. *Michigan Avenue.*
4. *The new outer circuit* from the lake on the North Side via Thorndale, Elmdale, Peterson and Rogers Avenue and the B. & O. abandoned right-of-way along the line



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THE CENTER OF CHICAGO, LOOKING WEST, SHOWING
GRANT PARK, THE HARBOR AND THE CIVIC CENTER

of the old Indian boundary (already acquired) and along the Desplaines River road through Forest Preserves south to Twenty-second Street and eventually further south. (This important route, crossing prominent section and half-section line streets, and passing many public institutions, has been begun and only requires the opening, at small expense, by the city of Rogers Avenue for less than two miles.)

URGING IMMEDIATE SETTLEMENT OF—

5. *Controversy between the City and the Illinois Central Railroad Company.*

6. *Railway Terminal Commission* problem, with passage of ordinance covering the *Lake Front* development.

7. *River Straightening*—the Railway Terminal Commission should scrupulously bear in mind the importance of straightening the river from Polk Street to Eighteenth Street, enabling the opening of South Side streets through the terminal area.

8. *South Side Railway Passenger Terminal Question*—removal of these terminals to the new Illinois Central terminal, enabling (with the river straightened) the opening of Market, Wells, LaSalle, Franklin and Dearborn Streets.

START IMMEDIATELY TO CARRY OUT—

9. *Lake Front Plans*—from Grant Park to Jackson Park. Acquire \$50,000,000 of land and revenue for *nothing*. Create dumping grounds for the city and at the same time acquire 1,280 acres of land which will provide the people with bathing beaches, picnic grounds, and other recreational features, such as rowing, motorboat races, etc.

10. *Ogden Avenue Extension.*

11. *Widening of Western Avenue* to 100 feet its entire length where it is now less than that width, particularly from Seventy-fifth Street, south, where it is now only fifty feet wide.



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 PLAN OF BOULEVARD ON MICHIGAN AVENUE VIEW LOOKING NORTH FROM A POINT EAST
 OF THE PUBLIC LIBRARY

12. *Improvement of Ashland Avenue and Robey Street.* The next traction ordinance should contain a provision for the improvement of these two streets, making them through thoroughfares.

13. *South Water Street Improvement*—South Water Street should be reclaimed for public use and connected with the upper level of Michigan Avenue. This, conservatively speaking, would save over \$6,000,000 annually—enough in a single year to pay for the entire improvement—in food supply costs to all people and in traffic delays affecting the entire city.

14. *Outer Drive.* Connect Grant and Lincoln Parks via the lake front, thus relieving downtown congestion, and making a direct connection between Jackson Park, the new Lake Front park, Grant Park, the Municipal Pier and Lincoln Park.

15. *West Side Post Office.* The needed additional \$4,250,000 to acquire the two-

block site between Madison and Adams Streets, facing on Canal, between the Northwestern Depot and the proposed new Union Passenger Station, where 62 per cent of the mail of Chicago is handled, must be immediately appropriated by the Federal Government. Chicago, the greatest postal center of the United States, has been deprived of adequate postal facilities for the past forty years.

AGGRESSIVE CO-OPERATION ON—

16. *City's Bridge Program.* This should be vigorously pushed to completion.

17. *Traction Question.* This should be settled by giving Chicago a metropolitan rapid transit system.

18. *Forest Preserves.* Aid in every way the Forest Preserve Commissioners in securing the remainder of forest areas it has selected for purchase, thus giving the people on all sides of the city playgrounds of vast worth to their health and happiness.



GENERAL PERSPECTIVE LOOKING NORTH, SHOWS AREA AFFECTED BY NORTH MICHIGAN AVENUE EXTENSION
Drawing by A. N. Rebert



ROSIO SQUARE WITH STATUE OF PETER IV—NICKNAMED ROLY POLY SQUARE—LISBON, PORTUGAL

From the collection of the Chicago Plan Commission. Illustrating a beautiful square formation, showing the value of statues in business sections.

19. *Good Roads Program* of the State. Aid the creation of an invaluable network of leading highways to and from Chicago.

20. *New City Charter*. Press upon forthcoming Constitutional Convention need of bestowing greater powers upon the City of Chicago. Without greater powers Chicago cannot grow from a provincial to a metropolitan city.

21. *Drainage Canal Boulevards*. Study the question of boulevards along the Drainage Canal to connect with the park system.

22. *Zoning and Housing*. These problems are of large importance, but require special study.

23. *Excess Condemnation Law*. A law should be supported which will enable Chicago to eliminate many abuses resulting from the present method of making public improvements and receive instead large

benefits. Vital and important improvements, however, should not be delayed for such a law, as it may take years to secure it.

Unanimously approved by the Executive Committee of the Chicago Plan Commission, December 6, 1918.

Charles H. Wacker, Chairman.

Frank I. Bennett, Vice-Chairman.

Walter D. Moody, Managing Director.

Edward B. Butler Wm. N. Pelouze

John J. Coughlin John Powers

Frederic A. Delano Daniel J. Schuyler

A. C. Bartlett James Simpson

Clyde M. Carr John F. Smulski

John V. Farwell Charles H. Thorne

Albert J. Fisher Harvey T. Weeks

Theodore K. Long Harry A. Wheeler

Julius Rosenwald Walter H. Wilson

Joy Morton Michael Zimmer



CHICAGO'S RECOMMENDED NEW POST OFFICE SITE, NEW UNION TERMINAL TO THE LEFT, NORTHWESTERN DEPOT TO THE RIGHT

The Chicago Plan Commission has not recommended a type for the new Chicago postal structure. The above is merely a suggested type to occupy the two blocks recommended on Canal Street between the present Northwestern terminal and the Union Station now under construction, to harmonize with these depots. Building area, 205,301 sq. ft. Adjacent street area, 390,000 sq. ft. Sixty-two per cent of all the mail handled in Chicago passes between these two railway terminals.



NEW ORLEANS POST OFFICE

—From Chicago Plan Commission Collection.

Showing a type of building in use in our Southern Metropolis.

Chicago Postal Needs

(PUBLISHER'S NOTE.—The recent statements of Postmaster William B. Carille concerning Chicago's postal situation bring renewed interest in the Chicago Plan Commission's arguments for a new post office issued in 1915. The postmaster has just appointed the following committee to take up the question of adequately providing for the postal needs of Chicago for the next two decades: Mayor William Hale Thompson, chairman ex-officio; Charles H. Wacker, chairman; Wm. Buford Carille, vice-chairman; J. Ogden Armour, Edward B. Butler, John V. Farwell, Dorr E. Felt, Samuel M. Hastings, Edmund D. Hulbert, Maurice F. Kavanagh, John J. Touhy, Dennis F. Kelly, Harry H. Merrick, Julius Rosenwald, John W. Scott, Walter D. Moody, John G. Shedd, Albert A. Sprague II, Robert J. Thorne, Samuel Insull, Harry A. Wheeler, and B. M. Winston.

The postmaster has called attention to the fact that twenty-five years ago there were fifty real post offices in the 210 miles over which Chicago has spread, and now there is but one postoffice and fifty classified stations. In that time the postal receipts have grown from \$5,000,000 to \$35,000,000 a year. To adequately take care of Chicago's expanding postal needs, the postmaster has recommended three post office centers and a terminal for parcel post and second-class mail matter. The first site recommended by the postmaster is the two-block site on Canal street between the Union and Northwestern depots, where 62 per cent of all Chicago's mail is handled, the purchase of which site has been urged by the Plan Commission for the reasons given in the following article):

FOR ten years United States government officials and the business interests of Chicago have been attempting to secure the selection of a satisfactory west side post office site. During all this time there has been considerable correspondence on this subject with the Treasury Depart-

ment. Although different sites have been recommended, at no time has the position regarding the needed land area for an adequate site been changed. From the beginning, the recommendation of two blocks has remained unaltered.

With reference to this subject, a compre-



POST OFFICE, DENVER—Condemnation 1907; building completed 1916
When the Denver post office site was purchased, at a cost of \$500,000, the postal receipts were only \$930,513. On the same basis, Chicago, with postal receipts of \$25,000,000, would have a postal site appropriation of \$13,400,000. The area of the Denver site is 98,400 sq. ft. Chicago would have a site area of twenty blocks, based on the proportionate postal receipts of Denver and Chicago. The site recommended for Chicago is two blocks, not twenty. The appropriation asked is six millions, not thirteen.



POST OFFICE NEW YORK—From Chicago Plan Commission Collection.
The area recommended for the Chicago post office site is 205,301 sq. ft. This is one-third less than the site area of the new Pennsylvania terminal post office in New York. New York has three main post offices, the aggregate area of which is 546,460 sq. ft. Notwithstanding in 1912 the postal receipts of New York exceeded those of Chicago by only \$3,365,058. In 1915 Chicago's receipts exceeded New York's in some months by \$30,000 a month.

hensive letter dated August 16, 1911, was addressed to the then Secretary of the Treasury, the Honorable Franklin MacVeagh, signed by Mr. Charles H. Thorne, chairman of the post office site committee of The Commercial Club, which organization was responsible for the Plan of Chicago. That communication was prior to the action of the Chicago Plan Commission on this matter and recommended blocks 29 and 44, with a combined net area of 250,187 square feet.

On the subject of that site Mr. Thorne's letter says:

"The report of a committee during Postmaster Busse's term of office (1908) says that by 1916 the requirements of the Chicago post office will be 700,000 square feet.

"We see no reason to question this estimate and, indeed, looking ahead for the short period of twenty-five years, we believe that even the larger area now recommended will then be thought too small.

"We believe that even the larger area proposed will be inadequate unless augmented by sub-stations, transfer stations, tube systems and every mode of transportation which can be devised."

Working independently and following entirely different lines of investigation, the conclusions of the Chicago Plan Commission in recommending two blocks are identical with the arguments advanced by The Commercial Club Committee in Mr Thorne's letter.

The Commercial Club's recommendation of blocks 29 and 44, in conformity with the Plan of Chicago, was prior to the fixing of the West Side terminal site by city ordinance. The Chicago Plan's recommendation of blocks 49 and 50 conforms to the terminal location. Naturally, it is also in harmony with the central street system in the Plan of Chicago, which plan, at the request of The Commercial Club of Chicago,

was entrusted for study and development to the Chicago Plan Commission by an act of the City Council of Chicago.

Consideration by the government of a west side site should primarily embrace a comprehensive study of traffic and the present central street layout, in connection with the recommendations for relief proposed in the Plan of Chicago. It is of the utmost importance to the joint business interests of the government and the city that the new post office be located to fit in with the central street system in the Plan of Chicago, work upon which is now in an advanced stage of procedure in court. The abandoned site recommendation by The Commercial Club located the post office on the proposed main east and west axis, Congress Street extended, and in proximity to the second western quadrangle boundary, Halsted Street. The present recommendation locates the site on Canal Street, the western boundary of the inner quadrangle, formed by it, Roosevelt Road, Michigan Avenue and Chicago Avenue. This quadrangle is intended to relieve congestion in the so-called "loop" district.

The location of the postoffice on the quadrangle at the recommended Canal Street site between the West Side terminals will afford far greater accessibility between the post office, the center of the city and the various other railway terminals than would any other available site.

The growth in the receipts and tonnage of the Chicago post office for the past twenty years establishes unassailably the fact that even a ten-story building on a single block would be practically insufficient by the time it was ready for occupancy. Then Chicago would again be face to face with the same inadequate facilities it has suffered for the past thirty years.

It is not within the province of the Chicago Plan Commission to render an opinion on horizontal versus vertical methods of mail operation. That is a matter to be decided by the government authorities, as en-



POST OFFICE, CLEVELAND, OHIO
Original half building erected 1856; completed 1912.

—From Chicago Plan Commission Collection.

gineers can devise ways to handle tonnage by either principle. This is strictly a matter of engineering opinion, as there has been insufficient experience to warrant positive recommendations as to the preferable method.

Whichever method may be determined as best, it could doubtless be made to operate as satisfactorily in a building of moderate height on two blocks as in a tall building on one block. The Chicago Plan Commission is not arguing that question. It is, however, unalterably opposed to the selection of a single block because investigation proves that an adequate post office cannot be built on any single available block.

All west side blocks within two blocks of the railroad terminals are of a nearly uniform area. They are 398 by 320 feet.

each having an area of about 127,360 square feet. The largest block is 7 per cent smaller than the site of the present post office. If on one of these blocks a ten-story post office is erected from building line to building line, without light shafts or corridors on the lower seven floors, and also without provision for ground floor loading room, it would give a total of only 967,934 square feet.

On the other hand, if there is deducted the entire first floor for loading room, there would remain 863,499 square feet, and if, in addition, there is deducted a necessary amount for light shafts, there would be available only 771,801 square feet.

For proper perspective and architectural effect, as well as to provide wagon approaches on government property to re-

lieve the stress of traffic in the streets, the post office building should be set back from the building line one-fifth of the total area. This has been the practice in the recent construction of postoffices in other cities. If thus set back and no deductions are made for loading room or light shafts, there would be available only 792,372 square feet. If, in addition, there is deducted room for light shafts and the entire first floor for loading room, there would be available only 624,420 square feet. The above figures are all on the basis of a ten-story building on a single available block.

The total space occupied in the present post office is 423,134 square feet. If the past ten years' increase in tonnage is maintained, ten years hence there will be required 846,268 square feet, or 221,848 square feet in excess of the total available square footage of a properly constructed ten-story building on a single block. But if, on the contrary, a ten-story building on a single block is erected solidly from building line to building line, the next ten years' increase would absorb, by the time the building is ready for occupancy, the entire available space of 863,499 square feet left after deducting the first floor for loading room. There would then be no possibility for expansion.

Mr. Thorne's letter states:

"In the early eighties a post office building was built upon the site of the present building and was torn down about ten years later."

Another ten years was occupied in the erection of the present building, during which the post office business was accommodated in a makeshift building on the lake front. The present building—inadequate before it was finished—is not yet quite ten years old. Hence, Mr. Secretary, it is obvious from this condition of affairs, menacing to the commerce of Chicago and the important postal business of the government in the world's fourth city and the second in the United States, that the Chi-

cago Plan Commission, in its recommendation of two blocks on Canal Street, is desirous of securing adequate postal facilities in its new building, not for the next ten years, but has in mind, on the contrary, the needs of the post office for a long time to come."

The postmaster in 1908, as stated in Mr. Thorne's letter, estimated that in 1916 the requirements of the post office would be 700,000 square feet.

If the room at the railway terminals now used as branch post office stations—where large firms send their mail matter direct instead of to the main post office—were added to the present post office area, we would now exceed in the amount of space used the total square footage that in 1908 was predicted would be needed in 1916.

Present 1915 local post office officials estimate that 775,000 square feet will be required in the new building.

Chicago's successive post office construction in the past is clearly indicated in the lack of foresight shown in the following facts:

In 1896 the floor space of the old post office was 118,908 square feet. The post office authorities estimated that 244,806 square feet would be needed for the new building constructed in 1906. The actual square footage in the building when completed was 246,204 square feet. This, it was immediately found, was entirely inadequate. It has been added to by changes in the interior of the building, until today the total floor space is 423,134 square feet. This is an increase of 100 per cent more space than was estimated would be needed ten years before, when the new building was planned, and takes no cognizance of the various branch stations at the railroad terminals.

If the present post office is, in ten years, 50 per cent too small—after being constructed on an estimated increase of 110 per cent over the old building—it is quite evident that in ten years after the con-



LOOKING SOUTH ACROSS NORTH PLAZA, SHOWING
POSSIBILITIES OF DEVELOPING NORTH MICHIGAN
AVENUE.

Drawing by Vernon Howe Bailey

struction of the proposed new building the floor space required will be 1,500,000 square feet, based on the same rate of increase as heretofore, instead of 775,000 square feet, as officially estimated. This would require a twenty-story building if only a single block is secured now.

Economy alone would seem to demand the present acquisition of sufficient area to avoid the unnecessary expense of securing additional adjacent land at prohibitive cost, due to the inevitable rise in real estate values, in the next ten years, in the section where it is proposed to locate the post office. Economy could be had, and the country's business dispatched, if farsightedness were employed in postal construction. This is the more apparent because of the increase of parcel post business. The increase in the postal receipts for the past twenty years augurs a future postal business almost beyond the power of anyone to forecast. The growth in the receipts during that time is amazing.

In 1896, when the old post office was torn down, Chicago's postal receipts were \$5,204,236. In 1914, twenty years later, the receipts were \$25,000,000, an increase of about 500 per cent. When the present post office was occupied in 1906 the postal receipts were \$12,885,149, so that in the past ten years they have exactly doubled. If the same ratio of increase is maintained in the future—and the same length of time is required in building a new post office—by the time the new post office is ready for use the postal receipts of Chicago will be \$50,000,000 annually, and in twenty-five years the receipts will have reached the enormous proportion of \$125,000,000 annually.

Contrasting Chicago's present postal receipts of \$25,000,000 with the postal receipts of other cities, in relation to the purchase price of sites, illustrates how wholly out of proportion is the appropriation for the Chicago site, compared with site appropriations for other cities. If the appropriation

for the Chicago site had been made on the same basis as for other cities in relation to their postal receipts, Chicago would have \$25,182,472 on the basis of Philadelphia; \$17,308,800 on the Pittsburgh basis; \$16,500,000 on the Baltimore basis; \$14,664,500 on the San Francisco basis; \$13,400,000 on the Denver basis; \$5,508,597 on the Cleveland basis; \$4,851,196 on the Boston basis; \$3,420,000 on the Minneapolis basis; and \$3,333,333 on the basis of Atlanta.

The key to this comparison between Chicago and nine leading cities is contained in the postal receipts at the time their respective sites were selected versus the purchase price of the sites, and is as follows:

City	Receipts	Cost of Site
Philadelphia	\$1,568,669	\$1,573,867
Pittsburgh	500,000	346,176
Baltimore	827,102	550,000
San Francisco	1,772,867	1,055,000
Denver	930,513	500,000
Cleveland	2,649,112	586,021
Boston	6,858,520	1,329,095
Minneapolis	2,554,129	349,000
Atlanta	1,500,000	200,000

Doubtless a more convincing table of comparison could be had in figuring the tonnage of the Chicago office in relation to the total square footage of post office space versus the tonnage of other cities and the square footage provided. This comparison we are unable to show at this time because we have not been able to obtain the tonnage and total square footage of post office space from all the cities named.

Enough has been revealed, however, to positively ask why the present appropriation of \$1,750,000 should be made to cover the purchase of a site which is clearly shown to be not only inadequate but manifestly out of proportion with the provision made for cities where the postal receipts, tonnage and population are only a fraction of that in Chicago? As a matter of fact, this will not even buy one block.

On the subject of the most desirable

location for a new post office in Chicago, the local postmaster, in an address before the Chicago Association of Commerce, made an exhaustive statement, in which he said that the entire handling of the mails would depend upon the site selected.

There can be no possible question as to the advantage in postal operation of the two blocks recommended by the Plan Commission, which adjoin the Northwestern and Union terminals and are directly connected with both, where is handled 62 per cent of Chicago's entire mail tonnage. The location of the post office between these two depots means the maximum convenience in postal operation, in dispatch in mail service, and in financial economy in handling the postal business. A location that would mean the quick dispatch of the mails and a tremendous saving in other ways to the government certainly justifies, it would seem, an initial expenditure for an adequate site.

Chicago, in view of her important relationship to the post office service of the central west, should be provided with ample facilities and space for the continual increase which is sure to follow, and these facilities should not be experimental in any sense. The great commerce of the Mississippi Valley will be aided or hindered in large measure by the spirit in which the Federal Government embraces this present opportunity to make the necessity of today a virtue for tomorrow, in creating a postal agency of the highest and most certain efficiency at this point.

Practical postal operation should never be subordinated to beauty of architecture. On the aesthetic side, however, what has ever more appealed to the conscious ideals of individuals of all countries than the dignity of the nation as expressed in the substantial beauty of governmental buildings which, since time immemorial, have in all countries typified classic design? Nevertheless, it is realized that local arguments must also be practical; hence the Chicago

Plan Commission has endeavored to review the subject from the standpoint of the practical present and future necessities of Chicago.

Now in summing up in brief the reasons of the Plan Commission favoring the selection of the Canal Street site of two blocks, at the outset two all-important facts should promptly engage attention:

First, that space around the buildings should be provided for mail transmitted by wagons and trucks, which on this site can be admirably provided on the lower level.

Second, it is provided by the west side terminal ordinances that Canal Street shall be a two-level thoroughfare and shall be widened from 80 to 100 feet. The advantage of a two-level street in the construction of a post office building and the operation of the mail service is of such signal importance in connection with the accessibility of this site as to alone justify its selection.

The recommendations of the Plan Commission favoring blocks 49 and 50 on Canal Street are based on the following reasons:

1. Accessibility. The relation of the post office to the street system to afford the greatest degree of accessibility to and from all parts of the city, especially the central business district, commonly called the "loop," and to the present Federal Building.

2. Street area. Fronting on a two-level Canal Street, in conjunction with eighty-foot-wide thoroughfares at Madison, Clinton and Adams, it has the advantage of facing parallel streets of two different levels—Canal and Clinton—allowing direct mail wagon approach or entrances by easy inclines to two floors, the second floor from Canal Street and the first floor from Clinton Street.

3. Advantages of two-level Canal Street. This affords direct connection across Monroe Street between the two blocks on both the first and second floors. This connection could be provided on the first floor level under Monroe Street near Canal, and on the second floor level by a bridge over

Monroe Street near Clinton Street. This means a great advantage in the internal working of the post office, which would not be possible if located on streets of a uniform level where no connection would be possible on the first floor. The total area of blocks 49 and 50 is 205,301 square feet. Surrounding them there is 46 per cent more street area than around any two blocks in that immediate locality, caused by the 34,400 square feet on both the upper and lower level of Canal Street and the surface level on Clinton Street.

4. Proximity to two railroad terminals where 62 per cent of the total mail tonnage of Chicago is handled will result in maximum efficiency. It affords the most direct possible connection with both railroad stations, both on the street surface and by sub-surface. Direct mail connection is possible between the railroads entering the Union Station and the recommended site.

5. It affords the most direct and shortest connection by either wagon or tube with the present post office, through which mail service for the loop district will be handled. It has the further advantage of permitting maximum ease and efficiency of postal op-

eration between the post office and the two terminals by the tube or belt system.

6. The maximum financial economy in handling the mails is assured.

7. The dispatch in the mail service that it makes possible through the facility of receiving, distributing and dispatching the mails. This is enhanced by the location of the post office on Canal Street, which is to be widened to 100 feet and connected with the north side by a two-level street and bridge at Kinzie Street. This, in conjunction with Chicago Avenue, Roosevelt Road widened to 108 feet, and the widening and improvement of all east-and-west viaducts across the Chicago River in the terminal district, forms a great distributing circuit—making the post office accessible from the south, west and north without entering the loop and meeting the street congestion.

8. The final reasons for the selection of blocks 49 and 50 on Canal street, as recommended by the Chicago Plan Commission—in addition to their natural advantages because of location—are Chicago's future requirements, based on past experience in the rapid growth of Chicago's commerce, population and postal business.



NEW UNION TERMINAL STATION NOW BEING CONSTRUCTED ON CANAL STREET BETWEEN ADAMS STREET AND JACKSON BOULEVARD.



A BIRD'S EYE VIEW OF CHICAGO IN 1846

Original owned by Chicago Historical Society



LA PIAZZI DEI MARTIRI, NAPLES

From the collection of the Chicago Plan Commission. Another splendid setting for a monument.

What of Chicago?

Seed Thoughts for Citizens

IN view of the urban tendency of the times, and the growing and controlling influence of the great centers, the future of our city is certainly a timely subject for thought and discussion. The cities of today, as centers of thought, culture and action, have the vastest range of influence and potentiality, so that the protection of the citizens with sanitary surroundings and inspiring environment means not only saving the youth and strengthening the citizenry but directly influencing the nation for advance and betterment.

As the best humanitarians hold that man builds upon the basis of character, so it is that cities in their physical planning, as it

affects their surroundings, must provide for the finer things that tend to make the mind as well as the body rich. The city plan, in view of these conditions, becomes one of the most important and far-reaching influences of the times.

Economic conditions growing out of the war make absolutely imperative the need for conservation in its largest and broadest sense as it affects the public welfare. As an essential prerequisite to that end there should be conserved time, money, material, physical strength, and all those elements which make for the best economic development. In the consideration of this all-important question city planning looms up as



TRAFALGAR SQUARE, EAST LONDON, WITH MONUMENT IN
 COMMEMORATION OF THE GREAT VICTORY OF LORD NELSON

*From the collection of the Chicago Plan Commission showing that we
 could have more of these monuments in the business sections of Chicago.*

the most desirable means to attainment, especially the benefits proposed in the Plan of Chicago.

These are of fundamental importance because they are concerned with the economic handling and distribution of food-stuffs, cheap and easy means of transportation in all of its branches, vastly larger provision for healthful recreation for all the people, relief from congestion in the crowded districts, safeguarding the public health in every possible manner, and the saving of scores of millions of dollars by properly building today so the future will not be another chapter of wasteful destruction in rebuilding to repair the mistakes of shortsightedness.

What is done now for the future must be done *right*. Chicago in its present physical state is a glaring example of the lack of foresight and judicious planning. These

defects may be remedied now without burdensome tax upon the people. Tomorrow will be too late to save untold millions in money and to secure our people and our commerce against deterioration and decay.

This is Chicago's gravest hour of need and its moment of greatest opportunity. Chicago's first reconstruction duty is toward its returning soldiers. Work must be provided for them, and the proper employment of labor should be our first consideration. The best opportunity for this is work on Chicago's great public improvements.

Chicago today stands at the threshold of a great future. Ever since the Civil War the people of our country have been flocking in ever increasing numbers to the cities and to Chicago. New problems in social science have been created because of the bringing together of people of different families and different races, and these prob-



NAPLES, ITALY, SHOWING WATER FRONT AND MUNICIPAL PARK, FORMERLY THE NATIONAL PARK.

—From Chicago Plan Commission Collection.

lems must be solved by our municipalities. From this contact are coming new needs. It is necessary to promote happiness and content among city people, and to interest them in the development of a proper moral and religious life in their communities.

What are we, as citizens, to do to promote the future well-being of our city? First of all we must realize that each of us has duties to perform toward our city and rights to claim from it. Unless we know those duties and those rights we can never act a just and independent part. When sufficient community patriotism has been aroused, our city can substitute order for disorder, and reason, common sense and action for negligence, indifference and inertia.

City building is man building. Man.

physically and mentally well-developed, is the city's greatest asset, and must be preserved. More than ever, now that the war is over, do our citizens require the health-giving privileges of more light and air in their homes and places of business, more and larger parks, more playgrounds and forest preserves, and increased bathing beach and recreational facilities.

Modern people are realizing more and more each year that city planning is one of the most important problems which our cities must solve. This is true because the guiding of the physical growth of a city along practical as well as attractive lines is really fundamental. City planning underlies all commercial and social problems. Because it affects the happiness and prosperity of all our citizens, and of millions



THE QUEEN VICTORIA MEMORIAL IN FRONT OF BUCKINGHAM PALACE, LONDON
 From the collection of the Chicago Plan Commission showing an ideal situation for a memorial.

yet to have a home among us, the work of the Chicago Plan Commission should be studied and encouraged by every Chicagoan.

Chicago is a great crucible into which has been poured people, customs and traditions from a field that covers the earth, and from which is emerging the final product of ten centuries of political struggle—American democracy. As heir to the ages, Chicago is working out the problems of self-government and rights of man that had their inception with the dawn of history in the forests of Friesland and Jutland, and came down to us step by step through centuries of trouble, always triumphant, never completed.

Chicago has a good citizenry—a patriotic citizenry—it is proud of its citizens, and its citizens are proud of their city. They know that attractive development and good citizenship go hand in hand, and they want to see their city made the best it can be.

The physical and moral deterioration of

the human race under bad conditions of city life is one of the great problems of the age. The deficient and delinquent records of Chicago, as well as the records of premature mortality, show that there are certain districts in which misery, vice and early death seem congested. Those sections furnish an unanswerable indictment of the conditions of life under which we permit some of our people to exist.

Proper housing, proper sanitation, air and sunlight are the first rights of humanity, and when we permit them to be denied we must accept responsibility for the inevitable result.

Dirt, grime and sordid conditions are not part of municipal success. They are, rather, evidences of failure to grasp the fundamental truth that men who are happy, whose lives are cast in pleasant places, who are clean of body and clean of mind, are the men who best do things. A city built on rational and modern lines means more of comfort, more of health, more of oppor-



MICHIGAN AVENUE FROM PARK ROW IN 1864
ALREADY IMPROVED

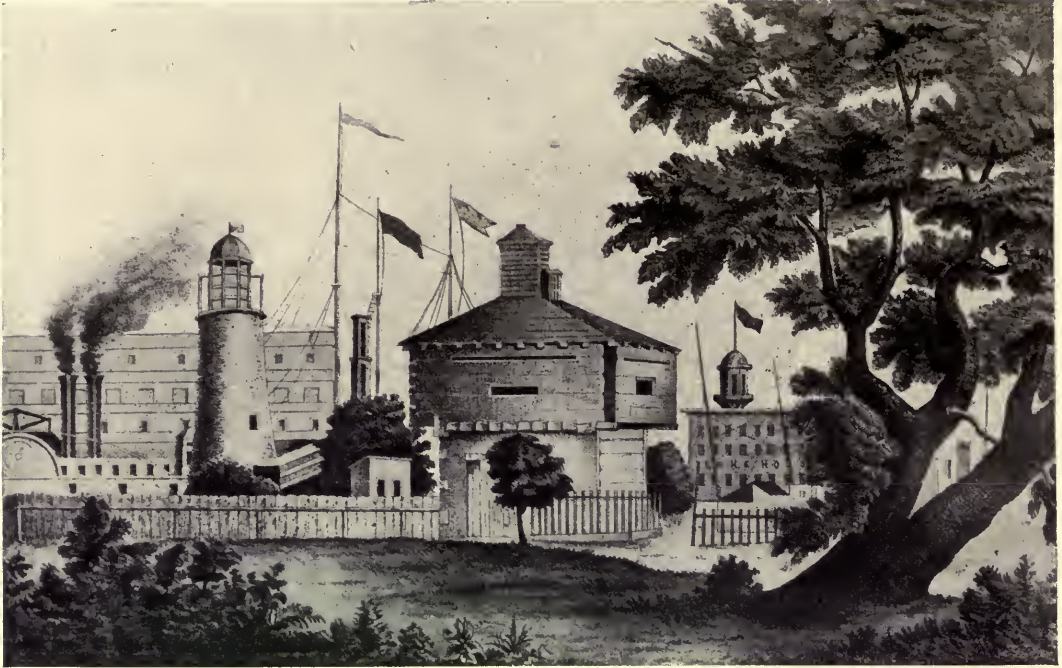
ILLUSTRATING HOW CHICAGO HAS
Original Owned by Chicago Historical Society

tunity for physical, mental and moral development of its people.

The inspiration for a city-wide plan of physical development along orderly and scientific lines was an outgrowth of the World's Columbian Exposition. Eight years were devoted by the members of The Commercial Club of Chicago, and the country's best technicians under the direction of the late Daniel Hudson Burnham, to perfecting the Plan of Chicago. When completed ten years ago, the Plan was presented to the city as a gift from The Commercial Club, and the Chicago Plan Commission was created by the City Council for its study and advancement. With its more than three hundred members from every section of Chicago, the Plan Commission is truly representative of the entire city and every element in it, although it is non-political, non-partisan, knows no creeds, and serves no purposes other than the common good of the whole municipality.

The Plan of Chicago is a great, constructive work. It is practical, sane and efficient, and knows neither the untenable heights of irrational fancy and extravagance, nor the constricted depths of parsimony and self-interest. It offers a closely reasoned, carefully studied, well balanced solution which provides generously alike for all the community. The changing conditions of city life demand now more than ever that intelligent action be taken to improve living conditions in our municipalities.

The projects embodied in the Plan of Chicago have a most important bearing upon the inauguration of hygienic measures for the benefit of our citizens and for the amelioration of living conditions. However, the consideration of these questions must be left to experts, whose duty it should be to ascertain the causes of distress and illness, recommend preventive measures, and suggest means for disseminating knowl-



OLD FORT DEARBORN, 1856, FORMERLY SITUATED ON THE SOUTH SIDE OF THE CHICAGO RIVER AT MICHIGAN AVENUE AND RIVER STREET.

Courtesy Rand-McNally Souvenir Guide to Chicago

edge of the results so ascertained, which, when thoroughly understood, will awaken a great demand for the necessary legislation to remedy the ill conditions shown to exist, and to provide for more public aid.

The Plan of Chicago is not a panacea for all the civic ills that beset our city, and it in no wise conflicts with other worthy and necessary measures of relief. Its completion will mean purer air, better light, more breathing spaces and additional places of recreation; therefore it should have the active support and co-operation of all who are interested in bringing a ray of sunshine into the lives of the less fortunate.

The Plan aims simply at the moral uplifting and physical development of Chicago for the good of not one class of people or of one section of the city, but for the good of all Chicagoans—for the good of all Chicago. It means betterment of general living conditions for our poor, reclaiming our lake front for the people, in-

creasing our park areas and public playgrounds, creating additional bathing beaches and pleasure piers, and a scientific development of the arteries between the different sections of the city—north, west and south.

It aims to develop the enduring commercial prosperity of the city; and in order to do that all the elements which go to make up a great city must be considered, just as all exalted characters must be well-rounded men, men who are developed on all sides of their character, physically, mentally, morally and spiritually. And so large cities, if they wish to be great, must develop on all sides; must develop their commerce, their health, their beauty and their morals.

The Plan is a great practical ideal for orderly physical development. Naturally it must be worked out piece by piece. The idea for creating order out of chaos should be taken up by the entire clergy of the city; all school teachers in public, parochial and

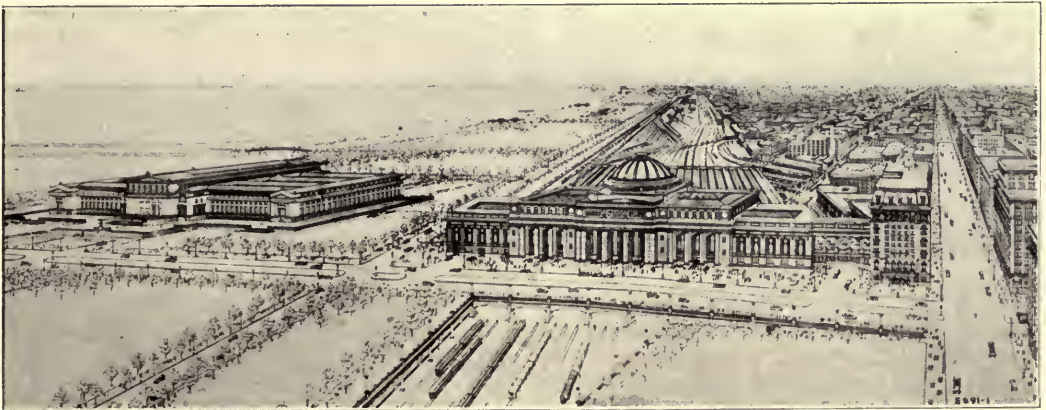
private schools; by the professors in all departments of our colleges; by clerks in stores and offices; by factory employes and laborers of all classes. Every Chicagoan, neighbor to neighbor, should catch the Chicago Plan spirit and talk about it. It is the one Chicago issue that all Chicago can and should unite on—a non-political, non-partisan, common-sense plan to harmonize some of the loveliness and unloveliness of physical Chicago, an idea to make a practical, beautiful piece of finished fabric out of Chicago's crazy-quilt.

A well-planned city means a city in which business can be most economically and successfully conducted. Planning for good public health, long life and more leisure and contentment for all is necessary if we are to continue in Chicago as a strong, virile and capable people. Beautiful parks, fine monuments, well laid out streets, relief from noise, dirt and confusion—all these things and many others contemplated in the Plan of Chicago—are agencies that make not only for the future greatness of the

city but the happiness and prosperity of its people.

Commercially the Plan has to do with the regular arrangement of the streets within the city. Its aim is to save time and effort in traffic between the various sections. Socially it has to do with adequate provision for the public health. This is gained through the best location of parks and playgrounds, and the opening to light and air of crowded housing districts. A proper city plan is the foundation for all social and commercial advance.

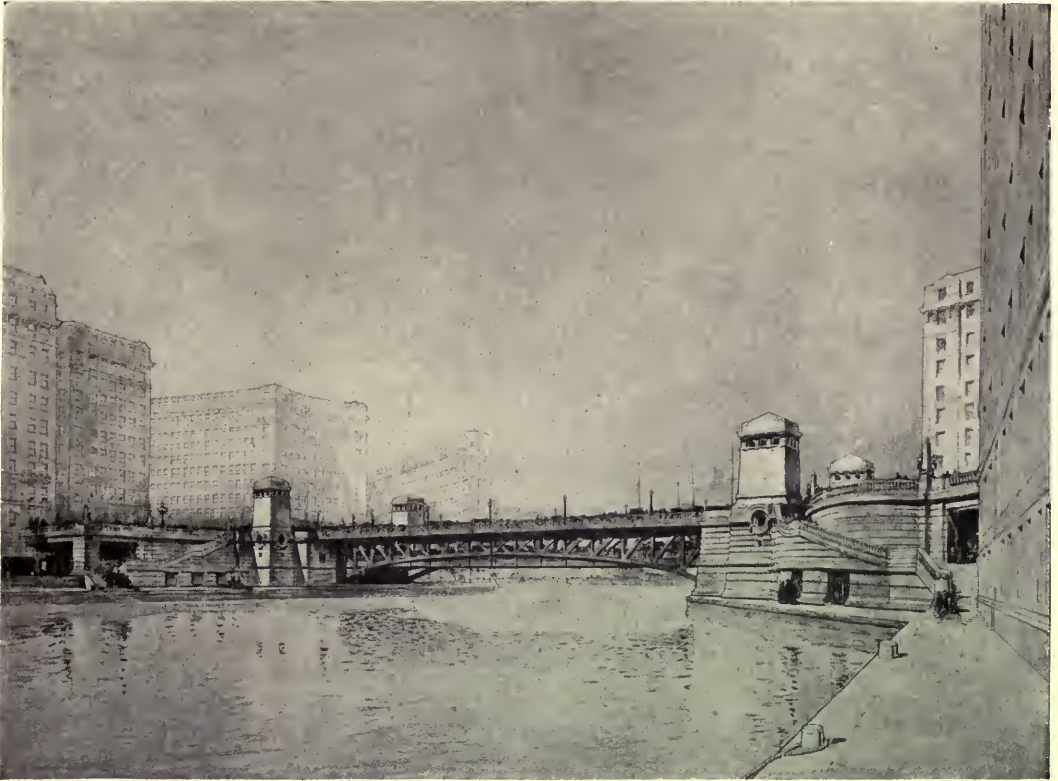
Orderliness is one of the best investments a city can make, but the appeal of the Chicago Plan Commission is by no means entirely a commercial appeal. It is, of course, a practical appeal, to secure the interest and sympathy of a most practical people, but above that it is a human appeal, a moral appeal, an appeal to make Chicago better not for the money that is in it, but for the sake of the higher mental, moral and physical people that a perfectly arranged city will produce.



NEW ILLINOIS CENTRAL STATION
As it will appear on new East Twelfth Street and Indiana Avenue extended, replacing Park Row, with new Field Museum on the lake front at its terminus.



**SOUTH PLAZA OF THE NEW MICHIGAN AVENUE
LOOKING SOUTH FROM BRIDGE SHOWING
POSSIBILITIES FOR ATTRACTIVE DEVELOPMENT.
Drawing by A. N. Rebert**



THE NEW TWO-LEVEL BRIDGE, A PART OF THE MICHIGAN AVENUE BOULEVARD LINK

From the collection of the Chicago Plan Commission

When the United States became involved in the great war fourteen of the principal features of the general plan were either under construction or well advanced in legal procedure. Within a month after the signing of the armistice the Chicago Plan Commission issued a "Reconstruction Platform" which deserves the hearty support and cooperation of every citizen of our great city.

When the Plan is finished, the remarkable destiny of Chicago will be assured. No other city of modern times has been given a Plan so comprehensive—one that proposes so many economic, hygienic, sociological, commercial and humanitarian benefits—and one so thoroughly calculated to meet the needs of a vast and growing population.

The cost of public playgrounds, lake

front parks, bathing beaches, forest preserves and similar recreational features for the benefit of all our people, drops into insignificance when compared with the priceless value of safeguarding the health of our men, women and children, and the knowledge that we are doing our full duty in creating conditions which will increase happiness, elevate morals and produce better citizens. The physique of people in large cities is deteriorating, and the only way it can be safeguarded and made more efficient is through proper provision of light and air, which are hygienically basic, and healthful amusement, fun and recreation, which are the greatest lubricants for physical welfare and the greatest protection for moral health.

Our country went to war to preserve to



A VIEW OF MICHIGAN AVENUE LOOKING NORTH ACROSS GRANT PARK.

posterity a heritage worthy of the civilization of our day. Democracy, indeed, must be saved for future generations, but with it we should also hand down the material benefits of our age. It is false economy to place upon them the burden of our neglect of opportunity. The needs of our people must be met in this day if vast economies are to be conserved in the future. Investments in public betterments cannot be regarded as expenditures. They are economies. The expenditures of today are the economies of tomorrow.

If we do not make the public improvements which are necessities today, we shall only deprive ourselves and not conserve the needs of the future. Such a course would most assuredly subject us to the criticism of posterity for what could be termed our extravagant neglect. We must not cease

to regard our city as our larger home, or neglect to advance those things which must be done to advance the interests of ourselves, and of our children and of our children's children. The war has caused cities the world over to realize that with the loss of ten million men municipalities must do everything they can to preserve and build up the next generation, and they cannot afford to let it grow up in insanitary and disagreeable surroundings.

Conditions which make for good health, good order and good citizenship must be made clear to our people. The needs and possibilities for expansion and development of community life under proper conditions must be outlined, that effort under the urge of civic patriotism may be properly directed. Our people must be led to recognize their duty of looking into the



THE GRANT MONUMENT IN LINCOLN PARK, CHICAGO.

future, knowing that to be unmindful of the needs of days to come is to be unfaithful of obligations to themselves, their communities and posterity. We have reached a time now when the citizen, to do his duty, must plan for the welfare of coming generations. It is necessary that the people realize and that the young be taught, that the really great work of the world today is that which foresees and builds for the future.

There is another and deeper motive in planning for the future greatness of our city than its splendid material upbuilding. This is of significance only as it expresses the actual social, intellectual and moral upbuilding of the people, and, so far as, in turn, it opens the way for further development of this higher type. Who is there among us who is not lifted above sordid industrial existence into the realm of the

beautiful and ennobling things of life by attractive surroundings?

The ideal of a city, however, must rise above mere commercial and industrial supremacy, taking the higher ground of becoming an attractive, composite home for its residents both of large and small means, as well as for the stranger within its gates. While the wealthier class of citizens in any community can build up beautiful residential sections on well laid out avenues and boulevards, what will become of those who have neither organization nor money to aid them in intelligently planning the most meagre comforts of ordinary home surroundings? The interests of the inhabitants of the most unfortunate districts must be safeguarded.

No people of any city will labor harder or sacrifice more for their city—their larger home—than will the people of Chicago. It



CLARENDON BEACH

Tens of thousands in the water at Clarendon Beach, 1916; 23,000 bathers have visited this single beach in one day. What better argument could possibly be had for the "Reclamation of the Lake Front for the People"?

is this civic patriotism—almost as strong as our love of country—that in the past has urged Chicago to great achievement. By harnessing the energy of every Chicagoan in the years that have gone we have brought forth civic works of great magnitude. Today all the world knows that what Chicago *wills* to have created *will be created*; and what it *wants* done *will be done*.

The Chicago Plan Commission is endeavoring to cut away the shackles which bind Chicago so that our city may be free to arise and effectively exert its might to fulfill its ambition to be the best, most orderly, most healthful, most convenient and most attractive city in America.

The completion of the improvements in the Plan of Chicago will cause men to marvel that such physical changes can be

brought about within their city. They will be astounded when a section once backward in solid development has been opened up and started on its upward way by so simple a method. They will want similar changes all over the city and will force them to be made.

Men in the mass are imitative—they take inspiration and courage from a good example; they follow such an example, and the result is always for better things. There is eloquence in stone and steel; there is inspiration in good architecture; there is character building in good surroundings. Our city as our larger home does much to mold our character. Unknown and unrealized by us, the silent forces of our environment are working upon us and upon each of our fellows.

The Chicago Spirit is at work among us; it is calling upon a *united citizenship* to achieve for Chicago, and in no better way is that spirit manifesting its determined, unflinching and triumphant character than in the hearty and effective public support of the Plan of Chicago and the work of the Chicago Plan Commission.

Henry Drummond said:

"To make cities is what we are here for. For the city is strategic; it makes the towns; the towns make the villages; the villages make the country. He who makes the city makes the world. After all, though men make life, it is the cities which make men. Whether our national life is great or mean, whether our social virtues are mature or stunted, whether our sons are moral or vicious, whether religion is possible or impossible, depends upon the city."

A great man once said:

"An individual never attains any very great size, mentally nor morally, except as he attaches himself to a great idea, and that idea, being worthy, grows with him until the stature of the man becomes equal to the stature of the idea to which he has attached himself."

The Plan of Chicago is Chicago's notice to the world that the indomitable energy that built Chicago in a generation is still our energy; that the genius that created the unrivaled beauty of the world's greatest fair is still our genius; and, above all, that the spirit that has made progress the symbol of our commercial life has stamped "I

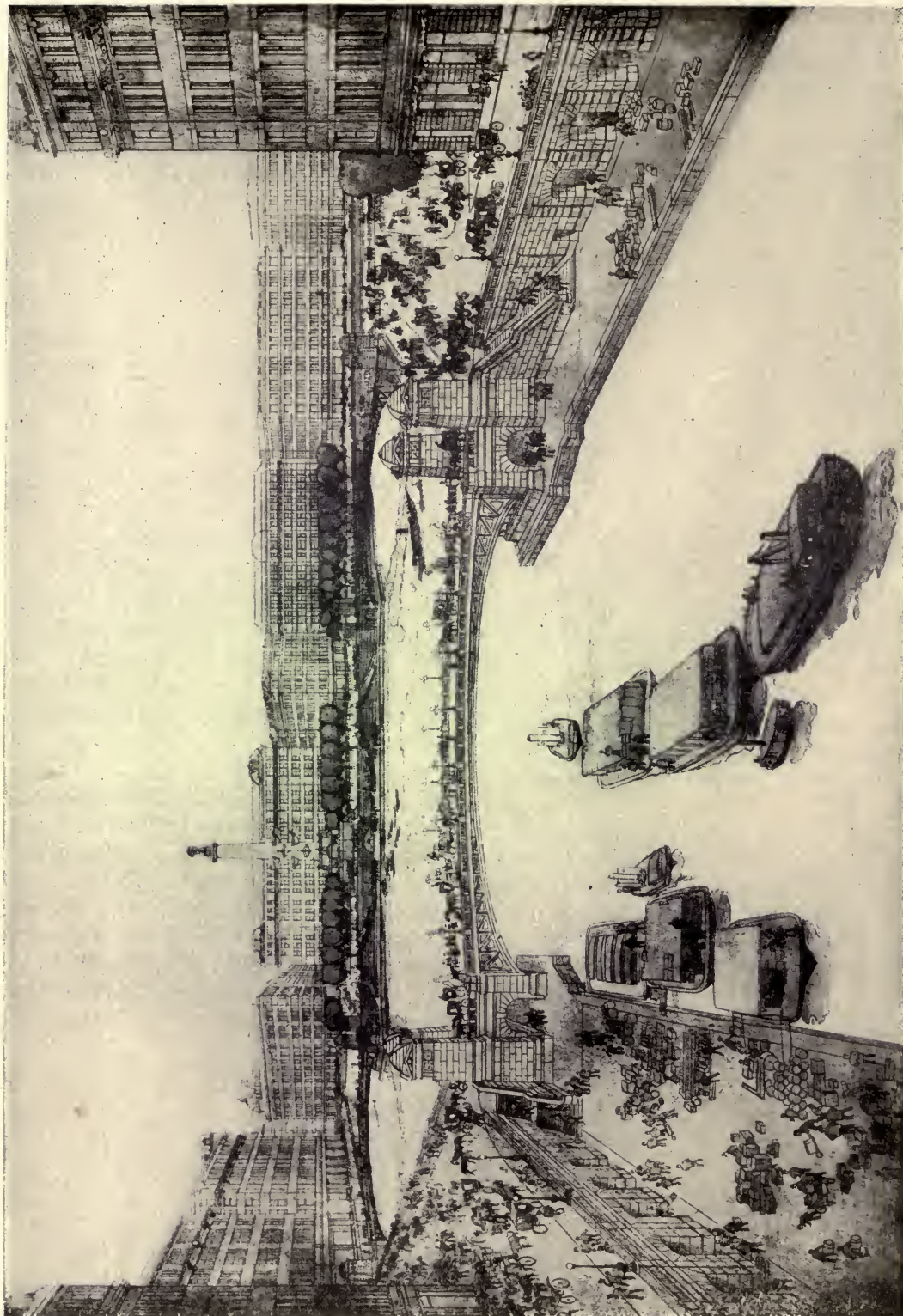
Will" and "We Will" upon the progress of our civic life.

It is certain that Chicago is to continue to remain one of the greatest cities on earth. It is probable that Chicago will become the world's metropolis. It is the duty of every citizen to look ahead and plan for the future of our city, watchfully guarding its rights, and hopefully working to build Chicago on a plan that will make certain its development into the most convenient, attractive and healthful city in the history of the world.

Chicago is set in the center of the largest and richest centralized territory on earth. We have a city where commerce flows to and fro by water and rail with an ease and economy unmatched by any other city. We have unlimited room for growth and unlimited supplies of cheap building materials. We have all forces known working to promote Chicago's interest, to increase Chicago's commerce, and to extend the trade of its merchants and manufacturers.

Understanding the conditions that are giving Chicago the opportunity to become probably the largest city of the world, we can all clearly see that it is our duty to aid in the city-building, man-building work of the Chicago Plan Commission, so that as Chicago grows into the largest it shall also grow into the best ordered, most convenient and attractive city in the world and the one that does the most for all its people.





View looking north of the South Branch of the Chicago River showing the suggested arrangement of streets and ways for teaming and reception of freight at different levels.

The Reclamation of South Water Street

(PUBLISHER'S NOTE: The report of the Chicago Plan Commission made public in 1917 affords startling evidence of the tremendous economic waste in the existence of the South Water Street market as at present, and it shows how the people of Chicago would be saved \$6,000,000 a year by reclaiming the street for public use and removing the market to a more advantageous and economic site. Following are the salient features taken from the Plan Commission's report which the publisher believes every citizen and taxpayer of the city of Chicago should acquaint himself with.)

TO complete Chicago's great central district, the greatest in the world, South Water Street must be reclaimed for all the people.

South Water Street can be made into the second finest thoroughfare in Chicago, equaled by none except Michigan Avenue.

It will reduce the "high cost of living" by saving the people of Chicago \$6,000,000 annually—\$3,482,400 on waste of food-stuffs; \$1,624,800 on cost of handling food-stuffs; \$563,000 saving to commercial interests; \$160,000 saving in time by reduced street traffic delays and \$169,800 annual revenue to the city.

It will be an effective distributor of traffic in the city's heart, and will reduce loop congestion 16%, by removing 15,714 vehicle trips per day.

It will add two new through east and west traffic arteries, the lower one unobstructed by cross traffic.

It will bring State, Dearborn, Clark and Wells Streets into their full usefulness by removing the present clogging by peddlers' and grocers' wagons between Lake and South Water Streets.

It is a simple plan, involves no legal difficulties, is not prohibitive in cost of construction, and will save in a single year an amount equal to the total cost.

It will greatly increase property values, thereby adding to the taxable property of

Chicago, and increasing the city's revenue. South Water Street today is an economic waste; a burdensome charge on all the people; a drawback to Chicago's progress; obstructive to its prosperity, and a conflagration danger to the whole Loop district.

South Water Street is a physical misfit. If left as it is, it must forever remain dwarfed, destroying its own usefulness.

Imagine a condition such as South Water Street is today, two blocks from the Grand Opera House in Paris—two blocks from Trafalgar Square in London—or next to the Waldorf-Astoria in New York. Yet, South Water Street is only two blocks from the Chicago City Hall, and only a three-minute walk from the world's busiest retail shopping district.

It is a lack of business wisdom to delay its speedy reclamation, and the fulfillment of its great public use.

Here is the way to change South Water Street into a fine highway of tremendous economic value to Chicago, and profit to the city treasury plus a tremendous saving to the consumer:

First—Take for public use all the property between the river bank and South Water and River Streets from Michigan Avenue to Market Street. Tear down all the buildings and convert their sites into street space.

Second—Double-deck South Water and River Streets from Michigan Avenue to



VIEW OF PROPOSED SOUTH WATER STREET AND RIVER FRONT IMPROVEMENTS
BY E. H. BENNETT, CONSULTANT ARCHITECT.

—From the Collection of the Chicago Plan Commission.



SOUTH WATER STREET AS IT IS TODAY—A PHYSICAL MISFIT IN CHICAGO'S SCHEME OF DEVELOPMENT

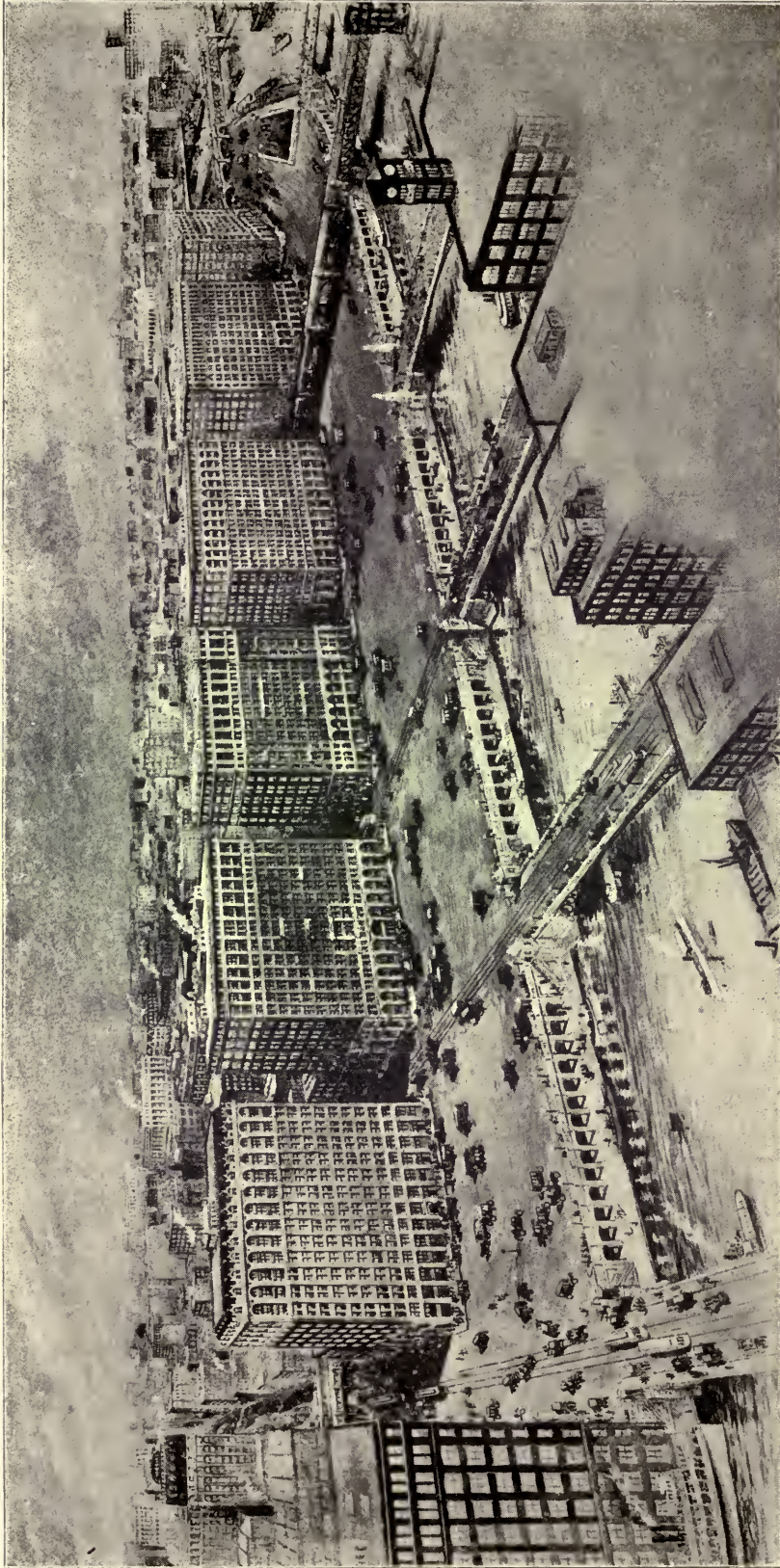
Market Street, having the upper level conform about to the present elevation of the decks of the bridges. Keep the upper level of the new street for light traffic, excavate and construct a heavy traffic way on the lower level to connect the lake front warehouse, railway and manufacturing district with the West Side railway and industrial zone.

Third—Create on the surplus area of the lower level a rail-and-water freight transfer and team track facility open to all roads for the downtown district, leasing platform and traffic rights to a terminal company; freight cars to be conveyed to and from the terminal by car floats and lighterage on the river. Sub-surface area, if not used for freight station purposes and through traffic roadway, to be used as a public garage and park-

ing space for automobiles. The sub-surface space under the lower level will afford a storage space for the storage of 300 subway trailer cars, besides a double track for through service. These uses will produce public revenues sufficient to pay, in a few years, the entire cost of remodeling the street, so far as it would be borne by the city, and annually will save the citizens an amount equal to the total cost.

The engineers, architects and technical staff of the Chicago Plan Commission, aided by traffic, transportation and realty experts, have made a thorough study of the plan here outlined. It has been adjudged feasible, economical and in every way desirable.

South Water Street is potentially one of Chicago's most valuable street assets. Nature has made it the logical north boundary



A TYPICAL SCENE OF NEW SOUTH WATER STREET FROM STATE TO MARKET STREETS TO BE CARRIED THROUGH ALONG THE RIVER BANK TO CONNECT WITH THE UPPER AND LOWER LEVELS OF MICHIGAN AVENUE

of the Loop district, a little area comprising one-quarter of a square mile of high development in the heart of the world's fourth city. Consider how the improvement proposed will bring South Water Street into its destiny, not as a fruit market, but as a modern, high-class business thoroughfare.

On the upper level the new street will terminate upon the fine, broad plaza at the south end of the new Michigan Avenue bridge. This light traffic driveway, skirting the river's edge for half a mile, will be mostly of a width of 110 feet. It will slope inappreciably to normal street level at Market and Lake Streets. There can be broad sidewalks and such decorative treatment of the river embankment as is desirable. On the lower level, which will be 135 feet wide, will be provided a commodious and finely paved traffic road. This will connect at River Street and Michigan Avenue with the lower level of the double-decked new Michigan Avenue bascule bridge. South Water Street east of Wabash Avenue will go underneath Michigan Avenue on the lower level and on into the freight yards. Its western exit will be into Market Street, which is very wide, at the Lake Street bridge. The lower level of this new trafficway will have no cross traffic. Teams and trucks will have no delays, and so a tremendous volume of business can flow through it at huge saving in time and money to the industrial and commercial interests of Chicago. An important advantage of the lower level is that it will uninterruptedly connect the Illinois Central freight terminal area with the West Side warehouse and terminal districts.

The lower level area, to be used for freight service and transfer, will be approximately one-third of the entire ground area. A roadway of 80 feet along the north or river line of the street will leave 55 feet for railway trackage and loading platforms.

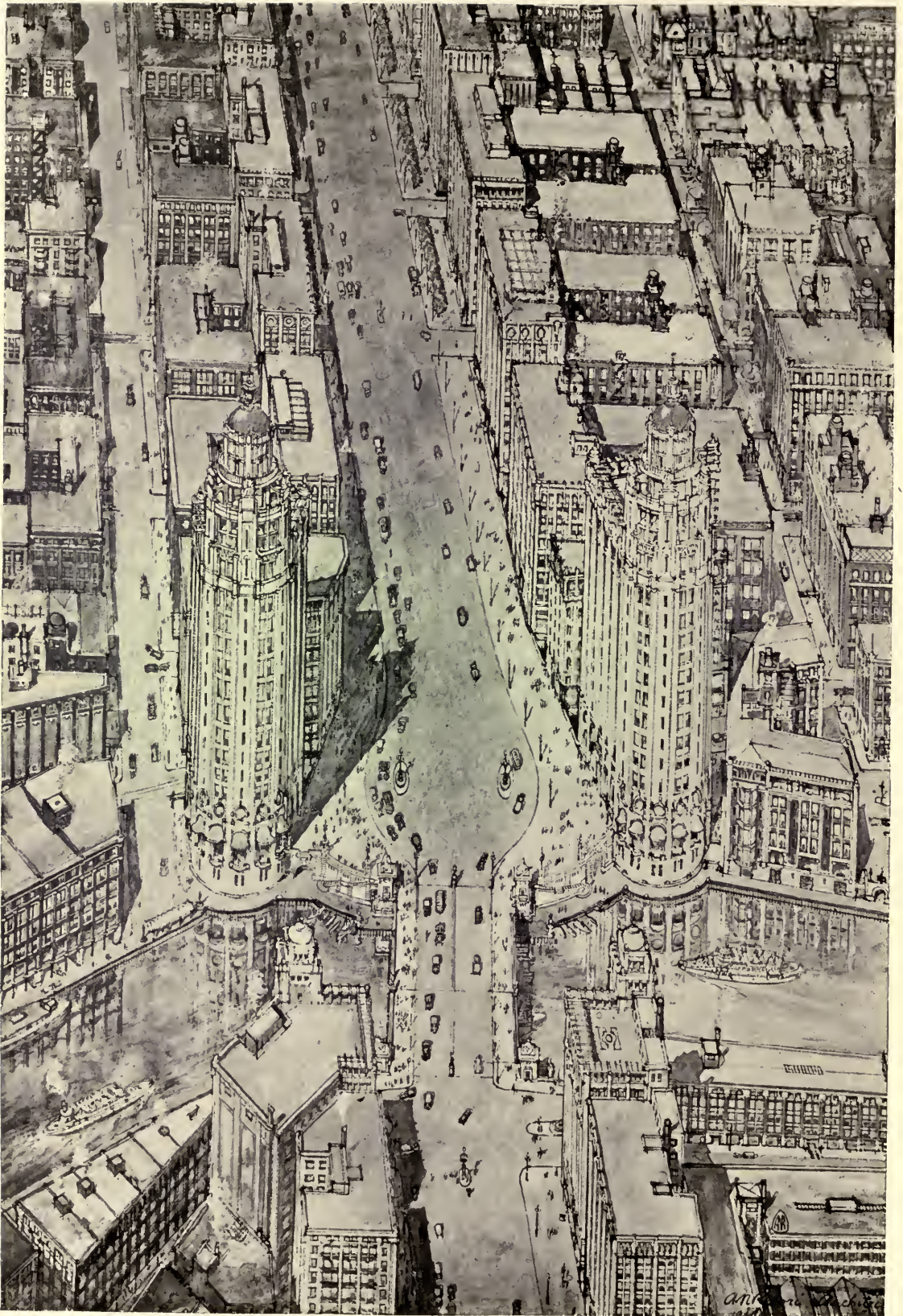
The cost of remodeling South Water Street and River Street on this plan is es-

timated at \$5,931,250. Of this sum \$3,700,000 will be for lands and buildings (an average value of \$31.22 per square foot), and \$2,231,250 for double-deck structure, dock walls, excavating, grading, approaches, and realty damages. The land values given are the full, fair cash value as fixed by the Board of Review, and are accurate. The bulk of the South Water Street property to be taken is 55 feet deep, and the street is 80 feet wide.

Property immediately to the south, north and west of South Water Street will experience a decided increase in value as a result of this project. This improvement, in connection with the opening of the Franklin-Orleans Street bridge, the new double-deck Kinzie Street bridge and the improvement of Canal Street, will materially raise surrounding property values in all directions. Whatever part of the cost the city would bear will be speedily returned to it in rentals of the sub-surface area, and the increase in tax assessments.

South Water Street will be capable of the best and highest development when the proposed plan is carried out. Its buildings will enjoy light and air superior to any business way in Chicago, except Michigan Avenue, with no east and west street cars on its broad upper level, but crossed at State, Dearborn, Clark and Wells Streets by important car lines. High buildings will succeed the low and old fire traps now there. The street will have all the advantages of a boulevard on its upper level, and all those of a heavy trafficway below.

As a produce market, South Water Street is doomed. New locations, with improved sanitary and scientific handling and interchange facilities, must be found. Handling produce on South Water Street has been proved most expensive, costing \$1,624,800 each year more than it should cost. All products are carted to it under costly and wasteful conditions. Food is frost-bitten in winter, wilted in summer, and started toward decay by being hauled over rough



SUGGESTED TREATMENT OF GATEWAY TO NORTH
MICHIGAN AVENUE, LOOKING NORTH.
Drawing by A. N. Rebori

streets. This wastage amounts to the huge sum of \$2,520,000 annually. This loss is all borne by the consumer, which is one reason for the high cost of living in Chicago.

The advantages of the proposed two-level improvement of South Water Street are:

1. It will reduce the "high cost of living" by saving the people of Chicago \$6,540,000 annually—\$2,520,000 on waste of foodstuffs; \$1,624,800 on cost of handling foodstuffs; \$563,000 haulage saving to commercial interests; \$1,600,000 saving in time by reduced street traffic delays; and \$232,200 annual rental revenue produced for the city.

2. It will be an effective distributor of traffic in the city's heart, and will reduce loop congestion 16 per cent, by removing 15,714 vehicle trips per day.

3. It will be a great distributor of traffic to all sections, operating with Michigan avenue and the great plazas there, the Franklin-Orleans and double-deck Kinzie street bridges, the widened, two-level Canal street, and the Improved Roosevelt Road.

4. It will enable vehicles between the North and West and Southwest sides to avoid loop congestion.

5. It will greatly facilitate commercial traffic on the important east and west streets immediately north of the river by lessening cross-traffic congestion.

6. It will add two new through east and west traffic arteries, the lower one unobstructed by cross traffic.

7. It will bring State, Dearborn, Clark and Wells streets into their full usefulness by removing the present clogging by peddlers' and grocers' wagons between Lake and South Water streets.

8. It will provide an uninterrupted connection between the Illinois Central freight yards

and the West Side warehouse and terminal districts.

9. It will tremendously ease the hardship on teaming, and increase loading capacity 25 per cent, by reducing the present grade between Michigan avenue and the Illinois Central yards from 5 per cent to 1 per cent.

10. It will connect on the east with the upper and lower levels of Michigan avenue, and on the west with the present grade at Market and Lake streets.

11. It will be a fine thoroughfare—110 feet wide on the upper level—for high class commercial development, enjoying unexcelled light, air and transportation.

12. It will conform on the upper level with the new grade level of the bridges now being built, and will fit in with the proposed La Salle and Franklin-Orleans street bridges.

13. It will immediately provide abutting property with direct contact with rail and water transportation; and with merchandising facilities above and freight facilities below. Its two-level street advantages will greatly increase property values on South Water street. Every element of the improvement is ideal for the most profitable use of the abutting property.

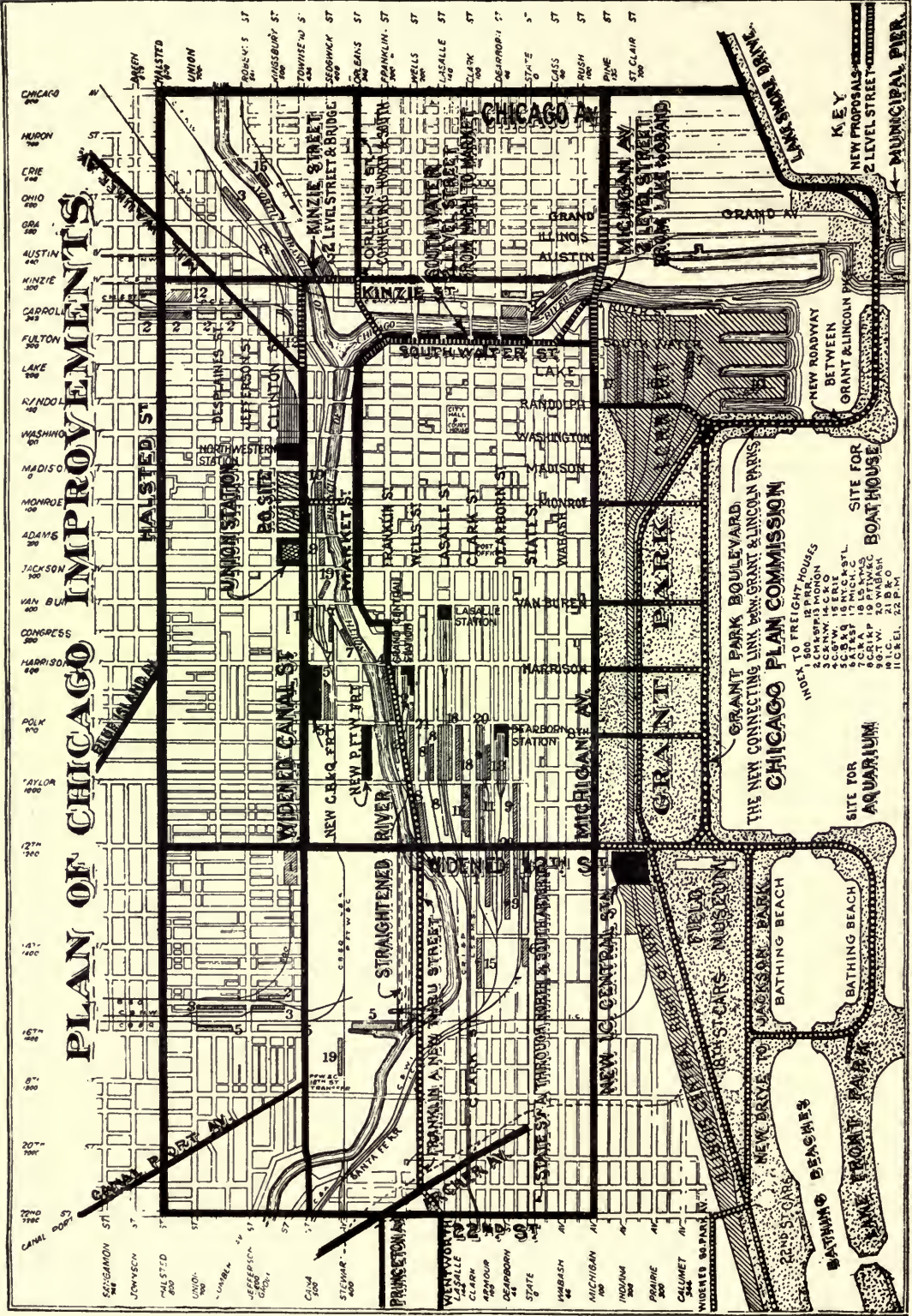
14. It will be of incalculable value when the Lakes-to-the-Gulf waterway is completed; and will also fit in with any future union freight clearing methods that may be adopted.

15. It is a simple plan, involves no legal difficulties, is not prohibitive in cost of construction, and will save in a single year an amount equal to the total cost.

16. It will be the first step in the Plan of Chicago to make the banks of the Chicago River profitable, useful and attractive.

17. It will greatly increase property values, thereby adding to the taxable property of Chicago, and increasing the city's revenue.

—E. I. W.



MAP SHOWING THE CHICAGO PLAN IMPROVEMENTS PROPOSED FOR THE HEART OF THE CITY IN CONNECTION WITH THE CENTRAL STREET SYSTEM.

Increased Bonding Power

(PUBLISHER'S NOTE: The Chicago Plan Commission is the most useful quasi-public body in Chicago. Its value to the city lies not only in what it creates and recommends in the way of public improvements for the economic benefit of the whole people, but also in what it prevents in the way of menacing and uneconomic development. No better illustration of the usefulness of this commission is afforded than in its recent strenuous and successful fight for increased bonding power for Chicago and other Illinois cities, so that the public improvements it has recommended can be made during the five-year reconstruction period. It demonstrated that the annual saving in the South Water Street loss alone would, in five years, pay for the entire cost of all the proposed improvements.)

CHICAGO has operated under extremely adverse financial limitations for a great many years. For thirty-two years, from 1871 to 1903, Chicago made practically no increase in its bonded debt, although the population increased from 306,000 in 1871 to more than 2,000,000 in 1903. A small measure of relief was had in 1909 when the assessed valuation was changed from one-fifth to one-third of the full value.

Since that time 411,398 people have been added to the city's population—an increase of 18.82 per cent—or equal to a city the size of Cincinnati, O., or Newark, N. J., and only about 25,000 less than the population of Milwaukee, Wis., according to the last census. These cities—only the size of the increase in Chicago's population in ten years—have an indebtedness per capita averaging \$126.38, or approximately $4\frac{1}{2}$ times that of Chicago today.

During the next ten years Chicago will have an even greater increase in population, but on the same ratio as the increase for the past ten years—18.82 per cent—it will have added 488,695 people to its population, or more than the 1917 population of Buffalo, N. Y., or San Francisco, Calif.

Chicago—the fourth city in the world—is in a class with country towns, so far as indebtedness is concerned. With nearly

3,000,000 inhabitants, Chicago in indebtedness per capita is in a class with cities of 30,000 to 150,000 population, like Kenosha, Cedar Rapids, St. Joseph, Mo., New Haven, Grand Rapids, Sioux City, Davenport, Lincoln, Neb., and Lexington, Ky. New York's annual interest alone on its bonded debt is greater than Chicago's entire bonded debt.

Chicago foots a list of 163 American cities in indebtedness per capita. Of the 219 cities of over 30,000 population, only 56 have a lower indebtedness than Chicago. Seventy cities in the United States owe from two to six times as much money as Chicago.

It was this condition which caused the Chicago Plan Commission to make its long, strenuous and successful fight to have the State Legislature grant Chicago and the other cities of Illinois financial relief insofar as the issuance of bonds is concerned. The law limits the indebtedness of municipalities to five per cent of the assessed valuation. In 1909 the assessed valuation was fixed at one-third of the full value of property. As a result of the efforts of the Chicago Plan Commission, the State Legislature at the session ending June 18, 1919, changed the assessed valuation from one-third to one-half of the full value, thus allowing Chicago to issue \$27,500,000 additional bonds above the present limit.

The Plan Commission pointed out that this would not increase the taxes beyond a few cents per hundred of assessed value, necessary to provide for the annual interest and sinking funds. The bonds are to be issued over a number of years, but even if they were all issued at once and right away, the maximum amount of the special tax therefor would amount only to twelve cents per hundred dollars of assessed valuation. Spreading the bonds over a number of years, naturally, will materially reduce this amount, and it should be borne in mind that no tax is levied until bonds have been issued, and that no bonds can be issued for any purpose until they have been approved by the people in referendum.

Changing the assessed valuation required the passage by the Legislature of some sixty-nine other bills proportionately reducing the different tax rates of all taxing bodies in the state.

The passage of this legislation by the General Assembly opens the way for a vote by the people on the issuance of bonds to cover the latest recommendations of the Chicago Plan Commission for the widening, opening and extension of Ogden, Western and Ashland Avenues and Robey and South Water Streets, and the completion of Michigan Avenue improvement now under way, the city's share of the cost of which has been estimated at \$28,600,000.



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VIEW LOOKING SOUTH OVER THE LAGOON OF THE
PROPOSED LAKE FRONT PARK EXTENDING FOR
FIVE MILES ALONG THE SOUTH SHORE.

The Forest Preserves

PUBLISHER'S NOTE.—We give credit to the Board of Forest Preserve Commissioners for the facts and text contained in this article. The citizens of Cook County owe much to this Board and to its President, the Hon. Peter Reinberg, for the work that is being done to preserve a vast tract of forest land, which is now owned by the Forest Preserve District of Cook County. We are thus staying the hand of destruction for all time in the realm of virgin forests, the refuge for wild game and birds.

THERE are few people in this State acquainted with the effort that is being made in Cook County to preserve the chain of forests destined to become the great playground for future generations. Where mankind with its frailties has failed in the preservation of facts bearing on the earliest life in this region, sturdy nature has not failed. The story which these Forest Preserves unfold is truer and more beautiful than can ever be put upon paper. To that end we have attempted in this article to produce some illustrations which will give a faint idea of the character of the Forest Preserves and their unusual and unexampled beauty.

Each piece of rugged forest with its never-to-be-erased trails winding through

valleys and over hills is a chapter in this story. Each stream with its fords marked by mighty rocks that will be waiting for many generations to come is an impressionable illustration of the narrative. These great primeval forests were the battle grounds and the hunting grounds of prehistoric Cook County, and are now the recreation grounds for the twentieth century citizenship.

In preserving them for the future, we have accomplished the end sought by the lawmakers of Illinois, who conceived the idea of the Forest Preserve District—preservation of the forest land for the people, protection of

the last fragments of Nature's most wonderful handiwork so fast giving away before the crushing heel of Industry and



A SCENE IN THE FOREST PRESERVES

Photographed especially for this book

By L. A. Wolterding



A SCENE IN THE FOREST PRESERVES By L. A. Wolterding
 Photographed especially for this book

the ever onward march of Commerce.

At this point it is interesting to note some of the history connected with our vast forests, to the point where civilization first showed its hand. This history states how Joliet and Marquette, those French explorers never to be forgotten, braved all the dangers of the Illinois River, banked with savage redskins, to visit the "Checagau Portage" in 1673. They tell us that Indians only did live here previous to that time. That is the beginning of the most wonderful story open to all in Cook County

willing to have a rendezvous with Nature in these tracts of forest land skirting the city of Chicago.

In the Palos Hill tract—2,370 acres of virgin forest bordering the Drainage Canal that was the Checagau (Wild Onion) River in Indian days—there is the only evidence we have as to what were perhaps the original inhabitants of our countryside. They were mound Indians. Mounds stand there today, our only link to the life that existed on the ground we occupy, back in the days when men seeking to establish the globular formation of the earth stumbled onto America. They tell at least how and where the aborigines lived.

Trails easily definable for amateurs and unmistakable remnants of village habitation bear evidence to the activities of the Pottowatomies, Ottawas, Chippewas, Winnebagoes and Iroquois, chiefly the first named—Indians who might be styled the natives of Cook County.

There also are found the marks that tell of white man's first venture into our domain—the explorations of the Frenchmen. Ruins of French forts furnish the story of their struggles to hold the territory against the Indians who were making a fight for their native land.

Then in the northern end of the county we likewise find trace of the French effort in the short-lived development of the territory which was theirs by virtue of their exploring tendency. It is the site of Father Francois Pinet's Jesuite Mission founded in 1696—Cook County's first religious institu-

tion—a milestone in history. That was located near the present Gross Point, west of Wilmette, at what were then the headwaters of the North Branch of the Chicago River. The site overflowed what the Indians styled “Quiet Lake,” from which we have today the picturesque Skokie Marsh.

This “Mission of Guardian Angel,” founded there because of the popularity of a portage between that point on the North Branch and the southward flowing waters of the Desplaines, and the Durantye for, 1686, near the river mouth, constituted the French effort toward settlement of Cook County.

In 1699 opposition to the Jesuits resulted in abandonment of Father Pinet’s missions and for almost a century the tribes of redmen held full sway throughout the country, and, in fact, throughout the entire Northwest. Indian hostility forced practical abandonment of the “Checaugau portages” by white men.

It was during that period that the Pottowatomies, having demonstrated their right to the territory by many bloody wars fought on the shores of the Desplaines, Chicago and Calumet rivers, developed the “Indian Cook County” evidenced in the chain of villages and forts connecting trails.

It was of these Indians—our county’s first inhabitants—that Judge Caton, close student of redman traits, wrote, “They despised the cultivation of the soil as too mean even for their women and children,



A SCENE IN THE FOREST PRESERVES By L. A. Wolterding Photographed especially for this book

and deemed the captures of the chase the only fit food for a valorous people.”

Yet it was the Pottowatomies that gave us those “good Indians,” Alexander Robinson and Billy Caldwell (Sauganash), whose names have been written indelibly into Cook County’s history. And Grover, writing of the Pottowatomies of the Woods, credited them with “becoming in time a different people; they were susceptible to the influence of civilization and religion; and took kindly to agriculture to supplement



A SCENE IN THE FOREST PRESERVES
Photographed especially for this book

By L. A. Wolterding

and to augment the fruits of the chase.”

The old Indian trails—many of which have developed into highways for modern traffic and under the “good roads” campaign instituted by the county commissioners, have blossomed forth as splendid boulevards—furnish a perfect network of communications between the different forest preserves.

No surveyor or engineer of today could anticipate the needs of two generations to come as did those uncivilized Indians more than a century ago when they “beat the path” for the modern highways of today. For instance, there is the heavily traveled Green Bay Road which has sprung from the red men’s Green Bay trail.

Happily the close-to-fifteen thousand acres of forest land now constituting the preserve district represent all that is choice

in the Cook County ground so dear to the modern citizenship for its Indian associations.

By some good turn of fate it is the historically famous tract in almost every locality that was preserved all these year awaiting the inevitable government action that has taken form in the creation of the district. Landscape value has probably been the secret of our good fortune. Strange as it may seem to the citizens of Cook County wont to read of natural splendors from afar and so admire them, nowhere in the world can be found scenery that can be compared, in many respects, to landscapes right here at your doorstep.

And peculiar as it may seem to us with whom thoughts of explorations carry us back centuries, there are acres upon acres of the wildest sort of territory within the

county's preserves that have probably never been explored—a veritable adventurer's paradise.

For the admirer of natural scenic effects there are weeks and weeks of thrills ahead just in visits to territory within their own county. Both historically and geologically, the Cook County Forest Preserve Districts constitute a national attraction yet to be recognized locally.

One might well spend weeks along the Desplaines River in that stretch of 2,500 acres extending twenty miles from Madison street north to the county line—a valley so loved by the Indians that many preferred to die there rather than yield to the pale-faces.

That is the same river valley which Joliet and Marquette styled the "realm of beautiful country" back in 1673. It was always the favorite abode of the redmen. Every



A SCENE IN THE FOREST PRESERVES
 Photographed especially for this book

By L. A. Wolterding



A SCENE IN THE FOREST PRESERVES
 Photographed especially for this book

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turn in the beloved stream had its village; every promontory its fort for the purpose of defending the home against invaders.

And the same is true of the Salt Creek Valley, extending west of Riverside to the county line, another Indian paradise—684 acres which men competent to judge on rugged natural forestry admit have no superior anywhere in the country.

Great forests of oaks and maples and hickory and elm, inhabited by every known species of animal and bird life—those extinct are being revived—and carpeted with a variety of flowers and fauna worthy of a horticulturist's dream, are found here.

Northernly—all Preserves are connected with the splendid concrete roads and easily accessible by the maze of railway lines as shown in the complete guide and route map appearing in this book—there are the two



A SCENE IN THE FOREST PRESERVES
 Photographed especially for this book
 By L. A. Wolterding

famous groves for which townships are named—Elk Grove and Palatine Deer Grove.

These with the Desplaines and Chicago rivers tracts, the old Turnbull Woods and Big Woods or Evanston Woods on the Green Bay Trail and the Schaumburg reservation, constitute the system for the north of the county, all of which will be described in detail later.

In the south a system just as attractive has been established with the acquisition of Palos Hills, the Willow Springs woodland where canal boat drivers on the Illinois and Michigan canal stopped to fill their water barrels, the Chicago Heights tract, a thousand acres of incomparable scenery, the

Homewood, Little Calumet and Beverly Hills.

Beverly Hills alone, at 87th street and Western avenue, with that massive rock formation standing close to 100 feet high, rivaling the far-famed Starved Rock on which Indians died by the hundreds, constitutes an attraction worth traveling miles to see.

This Beverly Hills peak was an important point in the days of Indian wars. It was the chief signal tower from which the orders went out mobilizing the redskinned warriors from villages for miles around in case of emergency.

Then directly west of the city of Chicago there is the beautiful Thatcher's woods, which, including the Steele tract, has long been known to the city's and county's recreation seekers as we hope will soon be the case with every inch of the woodland in the district's 13,000 and more acres of today.

Wherever possible the preserve commissioners have striven to develop this great natural park system for the convenience of the public. Artificial improvements, such as the construction of the "wonder lake" in the Palatine tract, have been made and will be made wherever possible.

In the development of the Forest Preserve District the president and members of the board of commissioners are actuated only by the desire to carry out the law creating the district in such a way as to operate to the best interests of the public.

Each and every citizen of Cook County is a partner in this project—the greatest thing of its kind as may be seen if time is taken to read through this article. And the one thing that is going to make it still greater is widespread public interest which we feel is coming once the public is advised.



(1) Lincoln Monument, Lincoln Park; (2) Statues, Garfield Park; (3) De La Salle Monument, Lincoln Park; (4) Logan Monument, Grant Park; (5) Statues, Garfield Park; (6) "The Alarm," Lincoln Park.



(1) Garfield Park Pavilion; (2) Lincoln Park Refectory; (3) Entrance to Garfield Park Refectory and Rest Rooms.
—Henry Fuermann & Sons, Architectural Photographers

Chicago's Parks and Driveways

By FRANK J. CAMPBELL

PUBLISHER'S NOTE—These views of the Chicago Parks are furnished by the courtesy of Henry Fuermann & Sons, Architectural Photographers, Chicago—Official Photographers for this book.

THE wealth of interesting attractions presented to visitors who come by the thousands every year to Chicago include not only the many art studios, galleries, lectures and numerous displays in private and public collections but several tours over the miles of boulevards and through the parks. These tours can be so planned and arranged that visits can be made to many social centers, the public playgrounds, the field houses, the conservatories, country clubs adjacent, art colonies and hosts of other pertinent and pleasant attractions incidental to the aims and work of club women. The University of Chicago and the Northwestern can be included also, and the excursions demonstrate that Chicago has a most fascinating environment in which Nature has been developed through the aid of competent directors of the various Park Commissions.

Justly proud of her parks and driveways, Chicago arranges excursions, which are conducted by representative men and women to show the development and beauty of the park system. In no country are there longer continuous driveways than in Chicago and along these driveways may be seen splendid types of architecture, beautiful landscape gardening, monuments, views of the lake, the artistic field houses and playgrounds designed for the use of the people in their leisure moments. Both men and women of this country and abroad remark upon the extremely beautiful series of parks and their connecting links. Chi-

ago is unique in drawing to it as permanent residents an art-loving community which assists in the propagation of municipal art, notably those from other countries. One never forgets the Dream City of 1893 whose lingering remnant, typified in the Field Columbian Museum, is still standing, a melancholy spectacle, but visited for its hallowed associations and its superb architecture, wreck as it apparently appears to be. Some of the Ferguson Fund would preserve this one example, purely classic and sublime, for future generations if immediate steps were to be taken to check further decay.

The pioneers of Chicago foresaw the possibilities of the Garden City, and although the progress was slow, still it was permanent and well planned. Chicago has more artistic beauty than is generally conceded, and the excursions with well informed persons are full of beauty and historic interest. There are fifty-three cemeteries in which are monuments to distinguished people, handsome mausoleums and good statuary. The landscape art is excellent and on Decoration Day thousands visit these Cities of Silence, Rosehill, Graceland, Calvary, Oakwoods, and are amazed to find shafts to the Blue and the Gray, to Bohemian soldiers and sailors, to the Press and individual soldiers and citizens of rank. The drives to and through these quiet places are well worth while.

The Lake Shore Drive is a popular drive starting from the Art Institute speeding



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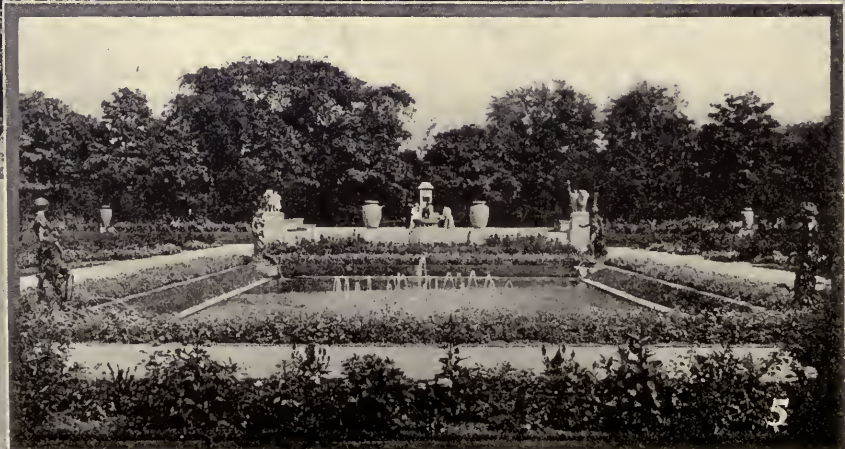
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(1) Scene, Garfield Park; (2) Scene, McKinley Park; (3) Fountain House, Garfield Park; (4) Scene, Sherman Park; (5) Fountain Pool, Humboldt Park. —Henry Fuermann & Sons, Architectural Photographers

north on Michigan avenue, crossing the space some day to be metamorphosed into beauty, over the narrow stream, Chicago River, a little east and then to the esplanade with the broad expanse of Lake Michigan sparkling in the sunshine. On the west, handsome types of architecture line the way and here Chicago's wealth is representative with private galleries, rare curios and tapestries. Reaching Lincoln Park, the tourist enters an inclosure which formerly was a cemetery, and which still contains the dust of an old Revolutionary hero, the spot being marked by a boulder with the inscription "David Kennison, age—over one hundred years—by the Daughters of the American Revolution."

Saint-Gaudens statue of Lincoln is the most admired of all the many statues in Lincoln Park and most reverently and the great inspiration for all. It is a noble work and Chicago is proud to show it as an example of patriotism, martyrdom and artistic excellence. It was in 1828 that Illinois was given the tract of land which is known as Lincoln Park, but it was not until June, 1865, that it was so-called, receiving its first appropriation of \$10,000 when it started on its career of expansion which registers 12.64 square miles, but the district controlled by the Lincoln Park Commissioners covers 699.94 acres, which includes 9.33 miles of boulevards, thirteen in number. The seven Commissioners are appointed by the Governor with consent of the Senate. There are a president, vice-president, treasurer, secretary, superintendent, attorney, and auditor to direct the system. Small parks and fieldhouses associated under the management are Stanton Park, Hamlin Park, Seward Park, Wells Park, the Lake Shore Playground and others which are intended for the use of the public, and all well equipped with all facilities of shelter, gymnasiums, outdoor and indoor, restaurants, assembly halls, adapted to the center wherever placed.

Within the confines of Lincoln park is the Luther Laflin Memorial, the Academy of Sciences in which are 250,000 specimens of mollusks and others of natural history of local interest. During the great fire the original building was destroyed but the present one is much admired, being of Italian Renaissance style of architecture, 132x61 feet, built of Bedford limestone. Conservatories of great size filled with rare plants assist in promoting the applications of the laws of color harmony as exemplified in the landscape architecture. Announcements of unusual floral displays in the conservatories draw the public at all times, notably the night-blooming cereus, the roses and the chrysanthemums. Animals delight the children and the adult, so the "Zoo" is an ever present charm and lure, as the wonders of the animal kingdom are many. As a collection, the "Zoo" ranks with the most renowned, attracting scientists as well as the average tourists to view its wonders. The aviary, too, is a delight and joy for all with its feathered groups. Lagoons and bathing beaches have their portion of humanity every day and Sunday, but the pedestrian loves to stroll through the park and study the statues which include the equestrian statue of Grant by Rebisso, and erected by popular subscription.

The statue of Linné, the naturalist, the gift of the Swedish citizens of Chicago, is another of large proportions and of commanding interest. Shakespeare by Partridge runs a close second to Saint Gauden's Lincoln for merit as well as popularity. Here is the mecca for thousands, especially on the commendation of the Immortal Bard's birthday when pageants and devotional exercises are annually presented and participated in by the clubs and schools. The Alarm Group by John J. Boyle is worthy of interest, representing an Indian group in danger. The Signal of Peace, or an Indian messenger with the flag of truce, is another portrayal of aboriginal life by C. E. Dallin. De La Salle, the work of Count



(1) *Golf Links, Jackson Park*; (2) *Public Playgrounds, Palmer Park*; (3) *Refectory, Eckhart Park*; (4) *Playgrounds, Cornell Park*. —Henry Fuermann & Sons, Architectural Photographers.

Jacques de la Laing, Benjamin Franklin by Parks, Garibaldi by Victor Ghiradi, Schiller and the most recent Goethe by Herman Hahn, unveiled June 13, are other notable figures; while Hans Christian Andersen by Gelert is a statue which the children love. Near the flower parterre, is the fountain by Saint Gaudens, which is composed of a group of frolicking cherubs grasping a huge fish, slashed by sportive swans. These important works are most inadequately presented to the reader, but they await your inspection. Lincoln Park has many beautiful spots in it and it is being enlarged to a greater extent. Chicago's foreign population have been more generous and appreciative of their distinguished men than the American apparently, but the future holds excellent promise for other statuary which all women hope, may include some of the magnificent women of the world and America and signalize their achievements. Painters and sculptors are creating these wonderful works for posterity, but at present, woman is rarely presented to public view in our parks except as representative of the ideal of all that is beautiful and inspiring.

From Lincoln Park to the West Side is a gradual transition along remarkable boulevards. Speeding in to the parks controlled by the West Chicago Park Commissioners, our visitors are regaled by other scenes of wondrous landscape gardening, other conservatories and thousands of participants in the glories which tempt the humblest and the most exalted. As for Lincoln Park, the Commissioners of the West Side parks are also appointed by the Governor and Senate, and are seven in number, but a body of officers also assist in the expansion of the system. So well has this been accomplished that there is a pleasant rivalry in attractions. The area of the Park District is thirty-five square miles with twenty-five miles of boulevards and 13 parks. Of these mention may be made of Humboldt, Gar-

field, Douglas, Jefferson, Franklin, Pulaski and Sheridan as notable in name, while there are many other small parks.

Humboldt Park and Garfield Park, in which lagoons, pools, drives, walks, conservatories, boathouses and refectories are abundant are most beautiful in landscape gardening. Pergolas, rose gardens, statuary as an aid to landscape effect contribute their charm and many monuments add distinction to these larger areas of loveliness. Here was tried the experiment a few years ago of placing statuary in parks, and as a result two beautiful groups in marble by Lorado Taft are placed near the conservatory in Garfield Park, amid the marvelous palm collection. The statue of Robert Burns is also in Garfield Park, as are Humboldt and Leif Ericson. Near this latter statue an astonishing demonstration was held during the summer of 1917 by American Norwegians in a celebration of Norway's independence of a century, for Leif Ericson, they assert, was the discoverer of America. Here also Kosciusko and Reuter occupy places of honor. In Douglas Park is Havlicek, while the tall shaft surmounted with a statue of Douglas, for whom this west side park is named, looks out over the lake on the south side in a small inclosure where the remains of the distinguished statesman now rests. Union Park has a statue of Carter H. Harrison, and the Haymarket riot has been commemorated with a statue of a policeman, many of those brave men having lost their lives in this riot. The anarchists have a monument in Waldheim Cemetery as a memorial of those who died for their convictions.

Charles J. Mulligan has The Miner, The Rail-Splitter and a fountain in the West Side parks, and Leonard Crunelle has examples in the water gardens. Boat houses and refectories accommodate the patrons of these parks and artistic benches are placed at intervals for rest. The driveways, as in all the parks, are vistas of extreme



(1) View Taken in Washington Park; (2) View Taken in Washington Park; (3) View Taken in Jackson Park; (4) View Taken in Washington Park. —Henry Fuermann & Sons, Architectural Photographers

beauty, at all seasons of the year and the artistic lighting at twilight and evening adds a fairy-like atmosphere. Music of high merit is frequently a feature and often given in the marble music pavilion in Humboldt Park. All in all the park system of Chicago has provided recreation in all forms conducive to health as well as pleasure.

The Small Park system has grown to great proportions and to being equipped with all modern appliances for the pleasure, uplift and health of those in the congested districts of the city. These special parks are governed by men appointed by the mayor of the city. They consist of fifty-nine small parks and squares, will distributed and located, several bathing beaches and municipal playgrounds, these latter originating in Chicago and commanding the attention of all interested in sociological work.

Following the boulevard system one arrives on Garfield Boulevard on the south side, where the activities of the South Side Commissioners are observable. Directing from an imposing administration building in Washington Park, these men control a large area of 92.6 square miles, but they are appointed by the circuit judges and are few in number.

Washington Park has an area of 371 acres and has boating facilities, baseball and football fields, tennis and croquet courts, archery range, a sand court for children, a speedway and an equestrian path, a music pavilion and winter skating. A large refectory caters, as in all the parks, to the hunger of the citizen while there. At the entrance is the only statue, an equestrian of Washington. The rose garden, the formal garden, the tree that Grant planted, the mineral well where a floating debating society frequently meets by chance, and in which much philosophy is heard, the russet sunsets, the golden light of noon, the soft light of twilight and the flickering shadows

of moonlight on the bordered walks fringed with green branches, are all features which the artist, the tourist and the sociologist enjoy.

Jackson Park is connected with Washington Park by the long stretch of scenic beauty, known as the Midway. Sometime soon the Fountain of Time by Lorado Taft will be placed at Cottage Grove avenue, the entrance to this mile of sunken garden in prospect, lined with the buildings of the University of Chicago. A park in its entirety even now, when completed, the Midway will be transformed. Jackson Park covers 542.89 acres and has all the facilities of Washington Park with two golf links, one of nine and the other of eighteen holes. Shelters, lockers and showers for men and women are provided for the golfers' comfort. The Wooded Island with the gift of Japan, its exhibit in 1893, the charming rose garden, the German building, also a relic of the Columbian Exposition year, the replica of the Convent of La Rabida, now a baby sanitorium, the yachting basin where the carave's should be, instead of being dragged to the Panama Exposition, the Life-Saving Station and other equally attractive features lend interest at Jackson Park. The Iowa building, a pavilion, and the Maryland building, also relics of those historic days, are also in this park. As an Art Palace, the Field Columbian Museum has already been mentioned earlier in this sketch. One looks for the Viking's boat and the Cahokia Court House and feels rewarded after inspection. Jackson Park keeps the spirit of its great White City so dear to all Americans as one of the finest structural and artistic creations ever erected. It is unsurpassed for beauty as Lake Michigan sparkles and dances in the sunshine, or tosses and tumbles as a tumultuous, overwhelming and powerful body of water, awe-inspiring in grandeur when a northeaster stirs it to fury.



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(1) Garden in Humboldt Park; (2) Garden in Washington Park; (3) Pergola in Independence Square; (4) Entrance to Conservatory, Humboldt Park. —Henry Fuermann & Sons, Architectural Photographers

The South Park Commissioners have control over many parks and squares covering a wide area in which the field houses and playgrounds with their splendid community activities are classified as for health, social, civic and efficiency. A volume would not contain the wealth of service the Chicago Park Commissioners control and develop; nor will it be possible to mention the parks and squares by name; but all are appropriately, familiarly given titles to enlist the enthusiasm and co-operation of the communities. Amusement Parks are features of Chicago and on the South Side one finds the Midway Gardens, created by Frank Lloyd Wright, in which genuine music is dispensed by efficient and expert musicians. The Bismarck Garden on the North Side has also a clientele which demands the best in music. Chicago is making wondrous strides and permanently creating a standard of culture that makes for her future.

Chicago impresses the visitor with her real value through her parks and driveways and her interest in the historical aspect of her development. At the foot of Michigan boulevard, on the site of Fort Dearborn, is a tablet recording that fact; on East Eighteenth street is a sculptured group commemorating the massacre of Fort Dearborn, in the Iroquois Hospital is an artistic tablet in memory of the terrible catastrophe in the theater of that name; a monument of the fire of 1871 is also placed where the fire originated; at Market and Lake the Lincoln Wigwam is on record; a cross marks the spot where Pere Marquette and Joliet first landed on South Robey street; Glencoe has marked the Indian trail, The Waubensee Stone, six feet tall and three feet square, is one of the few authentic relics of Chicago when it was a military post; standing on this stone Daniel Webster made a speech in 1837.

Parks and driveways of Chicago are sources of wonder to travelers, for it is

rare to find such as these, and on such an extensive scale in so young a city. They are as accessible by car lines as by motor and the millions who enjoy their privileges and delights cannot be computed. Service, expense and vigilance unite with the intellect of Chicago's conservative commissioners in giving this metropolis occasion to feel great pride and in honoring all who care to understand the West of America. Sixty or seventy public neighborhood centers assist in the magnificent work of making a citizen and more largely these centers are in the foreign quarters which are represented by over forty nationalities.

Observation is one of the best means of cultivating a sense of the beautiful and the parks and driveways of Chicago afford a rich display. Landscape gardening is a science that is just becoming appreciated and the desire for civic betterment requires a knowledge of the science if the true sense of beauty and utility combined is to be used in the treatment of out-door architecture. In the past, straight lines and angles have been most generally followed, an error easily corrected by expert students of that science of city planning for the future. Planting trees and shrubs as adapted to season, environment and proportion is considered, especially in the playground districts. In the poorer and congested districts of a great city, the unwelcome sights must be shut out in order that the child may have a change of thought, and an inspiration for something higher than the dull monotony of his daily existence; hence the trees and hedges will grow in time and give him an appreciation of Nature when shut within the grounds where he finds his pleasures.

Parks have been most carefully planned for this result in their pleasing variety of lagoons, water gardens, lily pools, islands and their walks and drives. Nature is here presented to the child, as in his neighborhood gardens. There are also the city gar-



(1) *Bathing Scene, Lincoln Park*; (2) and (4) *Municipal Pier*; (3) *Scene on Sheridan Road*; (5) *Bathing Scene at Chicago Beach*.
—Henry Fuermann & Sons, Architectural Photographers

dens, where the child and adult take pleasure in raising vegetables and flowers on vacant lots, the results having been prodigious in the moral and sanitary uplift. Terraced effects and curved bridges as in Japan have been employed in the parks, while the graceful curves of the silvery water as it springs from delicately designed fountains cause unalloyed delight. On the city streets the window box is becoming an established fact in Chicago and the tourist is thus somewhat prepared for the masses of green, the light and shade of the park and boulevard system.

Chicago evidences a spirit of appreciation in its art progress, but the errors of the past in acceptance of inartistic modeling or crude architecture will not be repeated with the alert interest now predominating to correct and avoid these errors. Artists find inspiration in the exquisite scenic effects of the trees, pools and hedges. Sketching classes occasionally chance on a visiting artist at his easel and his enthusiasm is unbounded. The flower-beds, the fountains, the training of trees and their remarkable preservation are subjects for thought. It is unfortunate that Grant Park is still a wretched area and the lounging place for the submerged tenth, when it could be made a scene of beauty. Commercialism dominates and retards the efforts of the commissioners who must be restless under the delay. However, the Mary-Ann front of Chicago is more than recompensed by the Queen-Ann back as visualized in the chain of parks and boulevards.

Chicago has over a million foreign residents who appreciate the parks and when it

is known that it is the second largest Bohemian city in the world, the third Swedish, the third Norwegian, the fourth Polish and the fifth German, one is not surprised to find evidences of their contributions of sculpture to beautify the parks. The approximate expense of maintaining the park system is over \$2,000,000 annually; but the benefit to its nearly three million population in the making for better citizenship, a more healthful community, is inestimable.

"Landscape gardening is as applicable to the ordinary back yard as to extensive estates and parks, other things being equal, sunlight and soil. The only difference between the two is one of magnitude or scale. No better example of the tiny garden can be found than those created by the wonder-working Japanese gardener. On a plot of ground the size of an ordinary back yard they will lay out a garden in which one can almost lose himself. Flowers, shrubs, walks and water in the form of a pool or tiny stream go to make these places a thing of beauty and a joy forever." This excellent suggestion from the Toledo Museum News is most timely: if Chicago's parks impress with their splendor, their utility and their informal atmosphere why not try to emulate them. The toy Japanese garden, the table ornament, now so accessible, is ideal in assisting to carry out the idea for the window box or the back yard and thus one can have a landscape garden on his own premises. Chicago's parks and driveways are educational as well as refreshing and beautiful. Their influence should be far-reaching.



(1) *Bathing Scenes, Eckhart Park*; (2) *Bathing Scenes, Pulaski Park*; (3) *Bathing Scenes, Standford Park*; (4) *Bathing Scenes, Garfield Park.*
—Henry Fuermann & Sons, Architectural Photographers

Civic Art in Chicago

By MYRON H. WEST

President American Park Builders

MUNICIPAL Art in Chicago is often regarded to be lacking. Unfortunately few visitors leave the city with a great admiration of our public buildings and other civic features. It is true in a great measure that the decoration of Chicago has in a way been subordinated to that wonderful commercial activity which has been responsible for the city's being. It would have been nothing short of miraculous had our untutored, pioneer forefathers been able to build a city of Chicago's magnitude out of the very mud of the prairie and at the same time give to it the polish and the finish which characterizes the old centers of civilization in Europe.

That ordinary business prudence was lost sight of in the laying out of the city which could have been managed economically with it, is not surprising. Many of the early builders of Chicago were plebeian and poor, and not having received the benefits of education or travel knew little of the art of city building. A later generation, plunging into the fascinating game of money making and seeing in Chicago largely a place in which to delve in the rich mines of natural resources, cared less for the city in a sentimental way. They only hoped to be able to retire to more livable sections when their fortunes should be made. It has been thus in many western cities; but people frequently underestimate the length of human life and before these riches were to exist another generation was firmly implanted in the city's organism.

The overgrown village, destroyed by fire in 1871, therefore, took on similar conditions when rebuilt; for, what was the use? By many Chicago was not expected to be a home, but merely a place in which to live—a place for greater convenience in mak-

ing money. Attempts at civic decoration were systematically and successfully combated. Lincoln Park and Union Park, the first oases in the great desert of mundane shacks, became possible only after a bitter and well nigh successful antagonism; while the laying aside of the small units making up the West Park System, the connecting links which later were developed as parkways, and the large tracts which constitute Washington and Jackson Parks at least were not prompted by a great spirit of civic patriotism in the breasts of the majority. Had it existed and had it been efficiently directed it would have doubtless made applicable the term "Garden City."

A new era dawned for Chicago at the time of the World's Fair. For the first time its people received an inspiration. For the first time they realized fully the value of an artistic arrangement of buildings and grounds as an attraction for new people with their dollars. They realized that civic beauty could be commercialized, a lesson which they might have learned from Paris; and although their ardor was dampened by the subsequent financial crisis, a seed was sown twenty years ago which has been kept alive, has germinated and is now putting forth the plant which must inevitably bloom and is making of Chicago a good city in which to live.

Chicago is like an overgrown farmer girl, still awkward, still with a dirty face, is still uncultured and uncouth and is growing so rapidly that the bare necessities of raiment can hardly be supplied. But a change is being wrought. The girl is fast growing into womanhood and contact with the outside world is bringing forth an inherent though long latent culture. Chicago has no public buildings entirely worthy of her size and wealth. She has too few



(1) Bathing Scene, Stanford Park; (2) Beach in Front of German Building; (3) Playground, Sherman Park; (4) Playground, McKinley Park.
—Henry Fuermann & Sons, Architectural Photographers

bridges of beauty spanning a well kept river and looking out over beautiful river banks. Chicago has little good statuary save a few copies in the Art Institute and possibly one or two exceptions among the motley assemblage in Lincoln Park.

Chicago's streets lack sufficient trees and those which persist among the none to favorable conditions are left largely to care for themselves. Street decorations are inadequate and the lake shore, Chicago's greatest heritage, is unfortunately not open to view in its entirety. The one completely satisfactory element seems to be the parks, for, although the city is underparked, considering the population, and although the parks are not ideally distributed, and worst of all, are in danger of being lost sight of in the tremendous on-rush of the city's growth, they still stand for the high water mark of Chicago's civic art. It may not be pertinent to dwell on Chicago's park management, on her thirteen distinct park boards, on the duplication and waste, or on the disorganization and extravagance. The people of Chicago are paying dearly for their parks, but they have received a taste which they cannot dispel; and, although these features cost thrice what they should, the people gladly contribute.

For the most part real landscape art has played an unimportant role in Chicago's park development. It is distressing to look back upon the metamorphosis of Chicago's parks; to see how Lincoln Park has been made a political football for years; to see how that might-have-been lovely spot has been slattered and desecrated, filled with monstrosities, pillaged and plundered; to see how it defies in its layout all the rules of landscape art. Yet, because of its trees, its beautiful green sward and its magnificent lake, this park is beautiful still.

It is sad to think of the evolution of the West Parks. But the city's disgrace therein was palliated at last when with one supreme effort money was raised, a good man

was secured and the system, rehabilitated from end to end, blossoming out like a rose, almost over night, became one of the crowning examples of landscape art in the west.

On the South Side conservativeness, good judgment, and real business management have marked the development of a system of parks which, in many respects, leads the world. First of all a consistent policy was adopted; a recognized landscape expert was commissioned, and the structural arrangement of the entire park system built up so as to develop a contiguity of arrangement, making for the highest in landscape and human utility. A system of playgrounds has been developed which has no equal the world over, and aside from the untold benefits which have been wrought by these institutions in the way of cleansing contiguous slum districts they stand as high examples of municipal art in the arrangement of their grounds and the design of their buildings. Doubtlessly few Chicagoans realize that in these parks to the south and west they have examples of real art that overshadows all other examples in the city and in the middle west. Upon these few people their influence is having its effect, and little by little the work of education is going on—an education which fostered and led by a few who can see through the veil of the future will result eventually in the acceptance of a program such as is already partially set forth in Chicago's plan. This will result in making the Chicago of today and yesterday—the commonplace, ill kept and crude—into the Chicago of tomorrow—cared for, conserved and loved by her citizens. She will not only be a garden city, but a real and livable city; one in which home traditions will exist, in which there will be an individuality and an existant spirit of patriotism which will make the Chicago of the future what was true of the Athens of the past.



(1) Athletic Field, Hardin Square; (2) Athletic Field, Hamlin Park; (3) Athletic Field, Fuller Park; (4) Athletic Field, Cornell Square.

—Henry Fuermann & Sons, Architectural Photographers

Chicago Calls

BY WM. McJUNKIN

THE city that boasts the most, gets the most. Witness the continual boasting of New York City by residents of that great metropolis.

Citizens of New York, newspapers, magazines, the stage, all contribute to putting forward for popular consumption the best and greatest feature of life in that city.

What is the result? New York City entertains a host of transient visitors who daily spent an estimated—and this is a conservative figure—an estimated total of \$1,000,000. These visitors are in New York the year around—365 days. That means they spend the enormous total of \$365,000,000 annually to the increased prosperity of Manhattan merchants, hotels and other enterprises.

Across the continent we have Los Angeles, a city of wonderful natural attractions, but with such a dearth of industrial activity that the local merchants depend upon the lavish expenditures of the traveling public to keep them going. And they are kept going because California, boosted always, continues to attract vast hosts of Eastern and Middle Western people.

Now I do not deny the greatness of New York nor the climatic appeal of California, but I do think that Chicago is entitled to the same transient revenue that the previously mentioned cities enjoy. Eastern travelers en route to the West and Western travelers en route to New York pass in and out of Chicago as quickly as they can make train connections. The reason is they do not know what we have to offer them in the way of recreation, residence and investment.

Western buyers go to New York to buy their spring and fall lines and on the return trip they stop in Chicago to pick up some small tag-ends that they did not get in the East. What we should try and make

them do is to stop off here on their way East—not after they have made their purchases.

Newspapers of the Eastern cities are eager to print stories of violence happening in Chicago, while stories of a constructive nature are not used. The readers of this article will be able to recall in their own experience how often they have been in other cities and have scanned local newspapers in vain for news about Chicago.

The human mind is prone to accept the sensational and the Eastern newspapers have certainly given our city plenty of sensational headlines and a large percentage of the Eastern traveling public has been accordingly misled as to Chicago.

It was a realization of this situation that prompted me, after a consultation with other boosters, to prepare a plan to Boost Chicago first—from coast to coast.

FACTS ABOUT CHICAGO.

In our familiarity with those things for which Chicago stands, we ourselves sometimes overlook the greatness in which we share. This was brought home to me recently in a very striking manner. I was returning from New York and in the club-car happened to "listen in" on an argument between another Chicagoan and a New Yorker over Chicago's vessel tonnage.

As though recognizing a kindred spirit, the Chicagoan turned to me, almost in desperation, and said, "I would give anything to know what Chicago's vessel tonnage is, so I might convince this New Yorker that there can be such a thing as an important inland port."

Having been studying up on the subject, I replied, "About 11,000,000 tons annually." Thus reinforced, the Chicagoan returned to the attack and the New Yorker admitted his ignorance with the suggestion that "Chicago ought to get busy and talk about her-

self, for the whole country has got her wrong."

We are inclined to overlook our own city and get posted on the other fellow's town.

Therefore, as a matter of information, it is well known that:

Chicago is the second city in America and the fifth city in the world.

Chicago is the nation's greatest big city summer resort.

Chicago is the center of American industries, having in its manufacturing zone 11,000 factories with an output of more than four billion dollars last year.

Chicago is the world's livestock, grain and lumber market.

Chicago leads in the distribution of dry goods, general merchandise, foodstuffs, machinery, jewelry, pianos, wearing apparel, automobiles and household requisites.

Chicago is the financial center of the West and is in a position to lead the participation of the Mississippi Valley in Pan-American trade.

Chicago is the world's foremost railroad terminus, its rail system comprising more than one-third of the belt line mileage in the United States, giving a train-a-minute service.

Chicago has a water front of thirty miles and an annual vessel tonnage of 11,000,000 tons.

Chicago's Municipal Pier extending 3,000 feet out into Lake Michigan and costing \$3,400,000 is unequalled in this country. This great pier, municipally owned and operated, is an indication of Chicago's preparedness to handle the volume of traffic which will follow the completion of the Lakes-to-the-Gulf waterway.

Chicago has 473,141 families, or more than the cities of Cleveland, Detroit, Milwaukee, St. Paul, Omaha, Portland and Seattle combined.

Chicago is the healthiest large city in the world. It is the best policed, size of department considered; best protected against fire

and disaster because of fire prevention methods, which have attained a higher degree of efficiency here than in any other city in the country, perhaps in the world.

Chicago is the nation's logical convention city because of its central location and ample hotel and housing accommodations. Chicago will soon have an immense stadium on the lake front to house conventions, ceremonies, and outdoor festivities, this now being actively under way through the activities of the Chicago Boosters.

Thus prepared and fortified, Chicago comes to her hour of greatest opportunity. Her wondrous record of past achievements must serve now as an impetus to still greater triumph. As America is to the world, so is Chicago to the nation. In the national scheme of things Chicago must be a thinker, a worker, a builder. Wherever men of affairs gather Chicago's name should be instantly recognized as a synonym for energy and action. Chicago must be made a place of conspicuous opportunity.

In Chicago's "I WILL" is an ever-living inspiration to turn our plans into practice. In those two wonderful words there is embodied a standard of honesty, courage, fair play and ambition, that need only proper exploitation to make Chicago permanently attractive to the people of the entire country.

It is my belief that a sum of at least \$250,000 a year for a period of four years, making \$1,000,000 in all, should be invested in advertising and merchandising the city of Chicago. I mention four years because we must figure on the cumulative effect of this advertising. Thus within these four years, like a snowball rolling down hill, getting bigger and bigger on the way, so will this new opinion of Chicago become an increasingly bigger thought in the national mind.

It is the constant reiteration that gives advertising its power to drive home a message in the public mind and create a lasting



WILLIAM McKUNKIN

good-will. That is what we aim to accomplish, and will.

The cause is such a democratic one that it should be financed with equal democracy. Every man in business in Chicago, large or small, should be given an opportunity to share in the glory of this tremendous civic endeavor.

When we consider what transient visitors mean to New York merchants we should back this plan with determination. Statis-

tics show that New York merchants, hotels, etc., benefit from a \$1,000,000 a day expenditure by that city's visitors. Just think, that goes on every day of the year—\$365,000,000 from visitors alone.

Chicago's location, Lake Michigan, the known health of our city, and the fact that you can go anywhere "via Chicago" make it logical that crowds flock here if the people of the country are told we want them and are prepared to entertain them.

It is to that this advertising campaign will be dedicated and if we all get into the booster spirit we will accomplish this very important objective and build securely for a GREATER CHICAGO.

Recently Mayor Thompson made this statement to me relative to this plan:

"I feel that no greater responsibility has come to us as residents of Chicago than to build now for the continued and greater prosperity of our city. If every active force in this city will get back of this movement to boost, our beloved Chicago will be boosted. But we must boost Chicago—not each other."

What small measure of favorable publicity Chicago has received in other cities has been due to our great Chicago Plan, and the active work of the Chicago Plan Commission. More than one hundred and fifty-six American cities in thirty-six states and nearly fifty cities in thirteen foreign countries have secured Plan Commission literature and have given favorable notice to Chicago's effort to become a greater and better city. For that reason I heartily urge every citizen of our city to support the Chicago Plan Commission in its great humanitarian, social and commercial endeavors.



North Michigan Avenue Development

Courtesy of The American Architect

MUCH has been written of the public good that can be accomplished by the architectural profession in all communities through its alliance with and influence on the larger measures for civic development and improvement, especially as relating to streets and buildings. It is recognized that the greatest opportunity exists where a City Plan has been determined upon and provision made for its execution.

The Plan of Chicago, which owes so much to the genius and public spirit of the late D. H. Burnham, has, in its first great step—its development of North Michigan Avenue—presented such an opportunity to Chicago architects, and they have promptly and generously responded to its call.

Early in the previous year the North Central Business District Association (the name of which has since been shortened to North Central Association), an organization comprising the principal property owners of the section most affected by this extension, acting with the approval of the Chicago Plan Commission, invited a number of architects to meet with a committee of its organization with a view to enlisting their interest in a predetermination, so far as possible, of the architectural treatment most desirable as a means of establishing the character of this most important link between the downtown "loop" section and the foremost residential district of Chicago. This resulted in the formation of a committee consisting of some of the leading Chicago architects and studies of the subject are illustrated in this number, as delineated by A. Rebori and Vernon Howe Bailey, with the exception of a sketch by Holabird and Roche, which is reproduced directly from the original.

The architects of this committee agreed

to apply their services to the proposed undertaking without charge, the property owners making themselves responsible for expenses incurred, and a work went forward which promises to be of far-reaching influence upon the architectural future of Chicago, and, indirectly, on that of other cities which may profit by its experience.

This work of the Architects' Committee may appropriately be termed an experiment in architectural eugenics, since it is an effort to influence the architectural character of the street before its birth; or at least before its re-birth as a boulevard. It is to be understood also that this is intended to have a very definite relation to the character of occupancy of the future buildings fronting on this street. By combining standards of architectural treatment with restrictions as to the kinds of business for which the buildings may be used, the owners of the extremely valuable frontage on this street hope permanently to maintain its position as a "quality street," preserving it from the deterioration or demoralization that often overtakes some downtown sections in rapidly growing American cities.

To this end a voluntary agreement of binding character has been entered into by a considerable majority of the property owners, to which the remainder are expected to subscribe shortly, providing such restrictions as will affectively limit the occupancy and uses of the buildings to such businesses as will enhance rather than in any way jeopardize the street's possibilities as a location for high-grade shops, hotels, theaters, offices buildings and other dignified business purposes.

The importance and value of the North Michigan Avenue development, sometimes referred to as the Boulevard Link, is apparent to anyone acquainted with Chicago streets. From Twelfth Street on the south



LOOKING NORTH FROM BRIDGE SHOWING MONUMENTAL ARCH TREATMENT
 Drawing by A. N. Rebori

to Randolph Street on the north, Michigan Avenue is 130 feet wide. From Randolph to the river, which was its northern terminus, it was only 66 feet wide. It has now been widened to 130 feet. Beyond the river, swinging a little to the east, it follows what formerly was Pine Street, which has been widened to 141 feet. The river will be crossed by a double-deck bridge, now under construction, the upper level for light traffic and the lower for heavy. The inclined approaches to the upper level of the bridge will clear the cross streets adjacent to the river on both sides, and also the railroad tracks on the north, permitting east and west traffic to go through underneath

without crossing the light vehicle roadway.

Thus is provided a broad and unbroken thoroughfare between downtown Michigan Avenue and Lake Shore Drive to relieve the intense and constantly increasing congestion which has existed north of Randolph Street with its focal point at the old Rush Street bridge, which has furnished its only passage across the river. The contribution of the Architects' Committee toward the prospective development, in beauty and character, of this notable street, and of its relation to the City Plan, is a work which must inevitably redound to the credit of the profession and stand as a worthy example of its public spirit.



WALTER D.
MOODY, City
Planning Expert

Managing
Director Chicago
Plan Com.

What of the City?

(PUBLISHER'S NOTE.—Doubtless the most valuable information extant about the Plan of Chicago, the work of the Chicago Plan Commission, and its identification with the remarkable history of Chicago's growth and development is contained in Walter D. Moody's new book, "What of the City?" Mr. Moody's book received wide publicity in the Chicago papers, and has been favorably interviewed by such noted editors as Lyman Abbott in *The Outlook*. We understand that 500 copies were ordered by the Army Overseas Education Commission for use in its Department of Citizenship in France. Emissaries of the Japanese Government have asked the privilege of translating it into Japanese for use in that country. Mr. Moody's experience, unique in city planning in America, undoubtedly qualifies him alone to write such a book. "What of the city?" drives home to every American in forcible and entertaining style great truths that every citizen should know, and it contains a fascinating story of Chicago's life and development which every Chicagoan should be glad to possess. The book is published by A. C. McClurg & Co.)

THIS is the greatest story ever written about Chicago. Little is said about the years of unselfish devotion of Walter D. Moody and his wonderful associate—that beloved citizen, Charles H. Wacker—but much is written of the individual, industrial, musical, art and literary development of the city. Mr. Moody's book falls into three chapters, with the captions

"Chicago, Men and Things—Cradle of the Greatest Plan"; "Inspiration and Influence—Music, Art and Authors"; "Other Influences—Libraries, Schools and Social Centers." There is a chapter about the origin and history of the Plan of Chicago, created by The Commercial Club, under the direction of Daniel Hudson Burnham, and a chapter on the unique organization and work of the

Chicago Plan Commission, which has been recognized throughout the civilized world.

In the preface, Mr. Moody points out that his book was designed to meet the avalanche of assistance-seeking inquiries which continually flow into Chicago from all over the world.

"It is hoped," says Mr. Moody, "that it may point the way to those engaged in city planning, and also inspire the people to action by showing that nothing can be accomplished in the move toward city betterment without public understanding and appreciation of city planning needs, problems, and advantages. Uppermost in the preparation of this volume was the fact that the ballot box always precedes the city planner and the thought that only through a quickened civic conscience lies the hope for country-wide city planning achievement. The future tragic heritage will not be the saddling of the generations to come with the burden of paying for war but, as a noted economist has declared, with the burden of diseased, of shattered men and other economic losses. What of the city?—the home of the majority of our citizens."

Mr. Moody strikes a series of hard fistic blows at paid reformers who are eternally finding something wrong and never suggesting practical plans of improvement and development. He handles without gloves those enemies of Chicago who have painted the city in the blackest of colors and paraded sin and violence instead of recounting the glories of what he predicts will become the metropolis of the world.

Every Chicagoan interested in music will prize the story of Chicago's musical development and organizations. Every author and all literary persons will be amazed and delighted with the description of Chicago's 550 authors who have contributed more than 4,000 titles on 112 subjects. Every citizen interested in art and the Art Institute, the Field Museum, Chicago's wonderful libraries, great civic and business organizations, social centers, schools, colleges

and churches, will find "What of the City?" a veritable beehive of readable information. Every railroad official and worker, every school teacher and school authority, all municipal and governmental authorities and employes, every physician, architect, engineer and all technical people, every clergyman and church layman, the women's organizations, every lawyer and all scientific men, every retail merchant, wholesaler and manufacturer, will find this new story of Chicago graphic and dramatic in its narrative of its mighty achievements.

Mr. Moody pictures Chicago in a new and refreshing light. He explains that he is tired of hearing "croakers at home" and busybodies from abroad tell the world of Chicago's shortcomings. He describes its struggles from the wigwam of the savage to its present proud estate—the world's fourth city—in two generations. He graphically tells the story of its mighty commerce and its indomitable spirit; of its builders and its advantages; its beauty and its ugliness, and the reasons and the remedies.

Its educational forces are pitted with those of other cities not to its discredit. Chicago as the country's foremost music center is given prominent space. The great art school of the Art Institute is described in detail and as a city of authors, there is no room for doubt as to its supremacy. For the first time a complete survey is made in Mr. Moody's book of Chicago's remarkable range and number of authors.

Its wonderful libraries, superior schools and competent social centers are featured in detail. A tour of the parks and boulevards is made alluring and is embellished with fine illustrations. Chicago's world's greatest and famous retail shopping district and "Boul. Mich.," its wholesale and manufacturing industry, and its matchless organized life are told in a gripping story. There is a telling description of the great Association of Commerce and the incomparable Commercial Club. School teachers are given a boost, the churches are rightly

designated in the life of the city and the public authorities are encouraged instead of being damned.

The story of the function and community asset of a daily newspaper is vividly and strikingly set forth and the hope of the future city is told in a manner to rivet and hold the attention of every Chicagoan and every city dweller.

The "muck raker," the "goody goody" person, and the pessimist are given a short shift, and the worker and the busy man are featured as the real builders. Politics is blamed for city retardment, a shot is taken at the system and not at the incumbent of public office. The citizen is told in no unmistakable terms what he must do to aid his city in achieving its destiny. His part is fixed in the exercise of his citizen prerogative resulting in good or bad city government.

Mr. Moody helps other cities which are far behind in the stretch in the race for better things. He warms up to our national defects which have grown out of urban crowding and he tells what the cities must do to be saved from evil conditions.

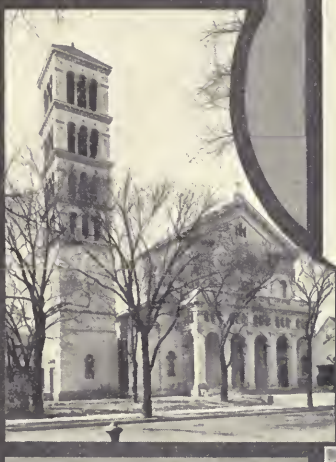
"What of the City?" is a fine piece of book craftsmanship published by A. C. McClurg & Company, containing 316 pages, 64 fine full page illustrations of Chicago scenes and twenty other American cities, and sixteen chapters. These are, Starting with a Right Understanding; The New Profession—City Planning; What Is City Planning?; American Cities — Their Growth, Needs and Dangers; How to Go About City Planning; Elements to Be Harnessed; Publicity; Misapplied Energy; Municipal Authorities; and Some Reasons

for Haste. The frontispiece is a painting of the lake front, and there is a fine new portrait of Charles H. Wacker and a picture of the original Chicago Plan Committee of The Commercial Club, showing Daniel Hudson Burnham, Edward B. Butler, John G. Shedd, Charles D. Norton, Clyde M. Carr, Edward F. Carry, Edward H. Bennett, Charles G. Dawes, Charles H. Thorne, Theodore W. Robinson, Emerson B. Tuttle, John W. Scott, John V. Farwell, Frederick A. Delano, Walter H. Wilson and Mr. Wacker. There are many new pictures of Chicago and the paper cover is a reproduction of Vernon Howe Bailey's wonderful conception of the new Michigan Avenue extension.

Mr. Moody believes that his twelve years of public work in Chicago as one of the builders of the Association of Commerce and of the Plan Commission and in numerous other civic and national projects qualifies him to write things about Chicago that others have overlooked. His work as a propagandist is known throughout the United States and in many Europe countries. His school text book on the Plan of Chicago has been reviewed in Paris, Berlin and London educational periodicals. He is the author of a successful work on salesmanship, "Men Who Sell Things," which, after twelve years, is now running its fifteenth edition and has been sold the world over where English is spoken.

Mr. Moody's book is written in a style so characteristic of the author that reading the volume seems like sitting on the other side of the desk in his offices in the Sherman House and hearing him tell the story that is nearest his heart.





(1) ST. CLEMENT'S CHURCH
 (3) ST. MARY'S OF THE LAKE CHURCH
 (5) OUR LADY OF MT. CARMEL CHURCH

(2) OUR LADY OF SORROWS CHURCH
 (4) HOLY NAME CATHEDRAL
 (6) CORPUS CHRISTI CHURCH
 (7) ST. AMBROSE CHURCH



(1) ST. JAMES EPISCOPAL
(3) FOURTH PRESBYTERIAN CHURCH
(5) ORIENTAL CONSISTORY CHURCH

(2) EPIPHANY EPISCOPAL CHURCH
(4) NEW FIRST CONGREGATIONAL CHURCH
(6) ST. PAUL EPISCOPAL

Millions for Home-Building

Chicago Housing Association Launches Huge Program to Promote Home-Owning and Foster Americanism Among Chicago Foreign Workmen and to Illuminate the Slum District Marking a Great Industrial Advance.

CHICAGO has started the greatest work of industrial housing ever undertaken in America. A \$750,000 corporation backed by a group of Chicago's leading citizens, has begun work on the first project in a program which calls for the construction of 10,000 homes, which are to be sold at cost to small wage earners.

Behind the creation of this well-financed plan—a plan which has for one of its objects the elimination of the slums of the city—was the foresight and vision of a coterie of men who have frequently proven their devotion to the welfare of the city of Chicago. This newest plan, when completed, will make the living places of the workingmen conform in beauty with all the rest of the city as it is being developed under the city beautiful plan.

Within a period of a few months Chicago has been put in the front rank of housing accomplishments in this country. While other cities have planned for years, Chicago, under the management of the Chicago Housing Assn., is going ahead and dirt is already flying on an enormous housing project

It was only last June that the first of a series of meetings which resulted in launching this huge building work was held. Since then, to realize the ideal of a better Chicago, all needed capital up to \$750,000 has been pledged, an architectural and office staff to direct the work has been evolved and brought together, a forty-acre tract has been purchased and put under improvement, and the Chicago Real Estate Improvement Corporation has been formed to carry on building operations. No



A FIVE ROOM HOUSE BEING ERRECTED AT 87TH AND STATE STS. FOR WORKMAN. ACTUAL COST \$4,000. CHARLES S. FROST, ARCHITECT.

such progress on housing reform has ever before been made in any city in such a short time.

In this new movement for providing working people with modern, well-built, sanitary homes at cost prices, men of national repute are active. J. Ogden Armour and Thomas E. Wilson, the big packers, are directors. Harry A. Wheeler, vice president of the Union Trust Company, and former president of the Chamber of Commerce of the United States and of the Chicago Association of Commerce, and Harry H. Merrick, president of the Great Lakes Trust Company, represent the banking interests on the directorate.

The building and material world is represented among the directors by William Grace, head of the Wm. Grace Co., erectors; Herman H. Hettler, of the Hettler Lumber Co., and F. W. Upham, president of the Consumers Co. The world of realty is further represented by



ANOTHER FIVE ROOM HOUSE BEING
ERECTED BY THE CHICAGO HOUSING
ASSOCIATION—CHARLES S. FROST,
ARCHITECT.

Col. Abel Davis, vice president of the Chicago Title & Trust Company, also a director. Charles H. Wacker, chairman of the Chicago Plan Commission, known as an expert in real estate finance and upbuilding from many years' work as head of the Chicago Heights Land Association, is also a director.

The general business world of Chicago is reflected among the directors by George W. Dixon, Dorr E. Felt, Charles W. Folds, A. Volney Foster, D. F. Kelly, B. J. Rosenthal, J. F. Smietanka and Wm. Wrigley, Jr. Labor is represented by Simon O'Donnell, president of the Building Trades Council. James F. Basiger is the general manager in active charge of all who work for the association.

These men, who make up the strongest combination ever effected for such a purpose in this country, state the purpose of their association to be "to improve housing conditions in Chicago, and to encourage small wage-earners to acquire and own their homes." Their plan for doing this brings in a new principle for such enterprises—that of devoting the profits from the sale of business frontage in subdivisions to helping buyers of inside frontage to pay for their homes.

In the first plan laid out, for instance, it is expected that the business frontage on the two business streets of the forty acres now being developed will retail for enough money to offset the cost of the entire property, so that the residential property may be sold, when developed, at the cost of the houses built thereon. Thus the only sums in excess of the cost of houses to be charged will be

a small part of the overhead cost of conducting the enterprise.

"Garden Homes" is the name chosen for the first project to be launched. It comprises the forty acres at the southeast corner of State and 87th streets, extending east to Indiana avenue and south to 89th street. It is cut by Wabash and Michigan avenues and by 88th street. This property is now being improved and one hundred and seventy-five basements at this writing have been laid.

An effective plan for model housing has been adopted. By this plan the subdivision yields 35 residence lots 200 feet deep, and 140 lots of 162.5 feet depth, all on the 30-foot width basis. The business lots are uniformly 125 feet deep by 25 feet wide, except that some corners are of 33 feet width, while the section-line corner at 87th and State streets has been made a 75-foot lot. The 200-foot lots are in Wabash avenue, east fronts. This provision of lots of unusual depth is a striking feature of the plan, which looks to encouraging home gardening on a considerable scale.

All the details of this Chicago plan of housing show careful and thoughtful planning.

As to the selling of the houses, the association is working upon an experimental idea new to realty. This idea looks to Americanization of the foreign workman, and at the same time to the gradual solution of the city's housing problem. The two elements, in fact, go hand in hand.

To make the idea effective, the management is co-operating with the social service and welfare departments of a number of industries, notably those of the stock yards, in which area the housing peril of Chicago is at its worst. Workmen in the factories and abattoirs will be encouraged to apply for the new houses, but no workman will be sold a place except on expert report that the place where he resides is unfit for family life. These reports will be made by expert investigators. If a report is satisfactory a contract will be drawn and a house sold on a basis of a 10 per cent initial payment, the balance to be paid in monthly installments extending over fifteen years.

As part of the consideration for selling these houses so cheaply—practically amounting to a gift of the valuable lot on which each house stands—the buyers are to agree not to resell the property except by consent of the seller. If a man changes his employment and
(Continued on page 104.)



Mr. Moody as sketched while speaking in the Auditorium, in 1897, during his last great Chicago campaign.

D. L. Moody was a City Builder

one of the greatest of modern times—on the spiritual, moral and humanitarian side; his ministry reaching to virtually all the important cities of the English speaking world.

For many years he worked for the betterment of Chicago with tireless zeal and remarkable success.

He was "the greatest citizen Chicago has yet produced," said a leading Chicago daily newspaper ten years after his death; and his legacy to Chicago was

The Moody Bible Institute

planted near the heart of the city, in order that its many hundreds of students might conveniently be sent forth in all directions for their practical Christian work in homes, factories, stores, street meetings, jails, hospitals, poorhouses,

rescue missions, industrial clubs, social settlements, churches, Sunday schools, and many other avenues of spiritual and social ministry.

For more than 30 years this great work has unceasingly been carried on, week days and Sundays.

TRAINING FREE

The Institute gives free training to men and women in the Bible, Gospel Music, and Practical Methods of Christian Work. It is international and inter-denominational. Its plant covers 23 buildings. It employs 30 instructors, and its Extension Staff of Bible teachers and evangelists conducts Bible Conferences and evangelistic meetings in all parts of the country.

The present enrollment of its Day and Evening Classes is above 1,600, and in the Correspondence Department nearly 5,000. Last year the enrollment of the Evening Classes represented 262 Chicago churches, of 39 different denominations, and 136 trades and occupations.

World History Testifies

that nations have fallen when apparently at their highest development of material achievement, education and culture.

Why? Because decline in their religious life undermined moral restraints and national character. Materialism, pride, greed, pleasure-madness took the reins in a swift gallop to destruction. How true the words of Holy Writ, "Except the Lord build the house, they labor in vain that build it."

The most pressing problem in the promotion of Chicago's highest welfare is the spiritual and moral problem; and never before did it press so urgently for the earnest attention of far-seeing God-fearing men and women.

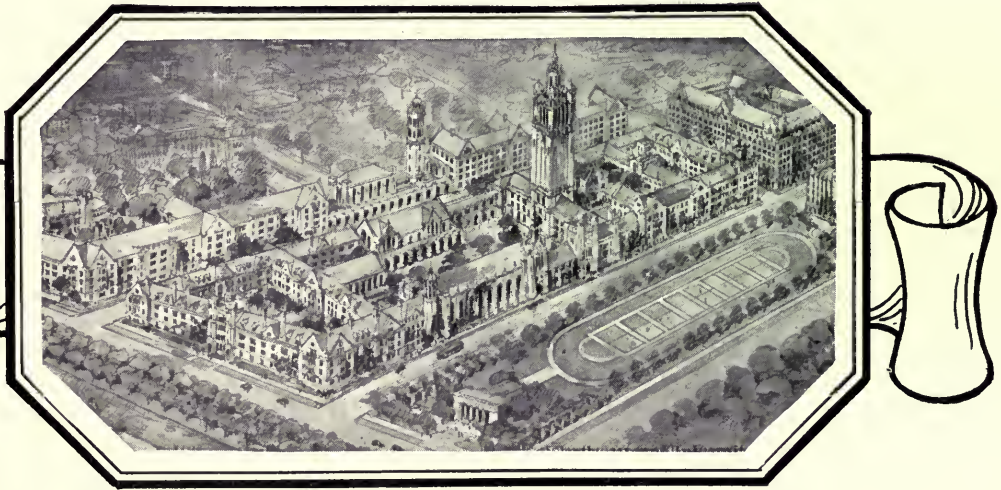
Throughout the years of Mr. Moody's work he was given both moral and financial support by John V. Farwell, Cyrus H. McCormick, Joseph N. Field, Elbridge G. Keith, Robert and George Scott, N. S. Bouton, Lafayette McWilliams and other civic and industrial leaders.

The Moody Bible Institute appeals now to their successors, and all others who believe in its work, to rally to its support. In these critical times the financial burden is very heavy and there is great need also of enlarged equipment. Visitors and investigation are cordially welcomed, or full particulars will be mailed on request. Address

The Moody Bible Institute 153 Institute Place Chicago, Illinois

in Chicago

It is proposed to raise twenty-five million, a large part of which will be used for this professional school campus in Chicago—four and one-half million will be spent in this great assembly of halls, libraries and dormitories. A two million dollar hospital will be built adjoining the the medical school. Buildings will be erected to house the Schools of Law, Medicine, Dentistry and Commerce.



This Greater Northwestern will be of greater usefulness to Chicago and a greater opportunity for the development of a greater Chicago. The new campus will be a wonderful addition to the new Chicago plan and will make Chicago the greatest educational center in the United States, as well as the leader in scientific advancement for the entire country.

For further information about the Greater Northwestern Plan, write at once to the director of the Greater Northwestern campaign.

Northwestern University Building
31 West Lake Street
CHICAGO

(Continued from page 100.)

desires to remove from Chicago, the association will have first option on the property, being privileged to return to him the money paid and to resell to another party. Thus speculative dealing in this real estate will be prevented, and the benefits of increased values bestowed on the persistent man who sticks to his determination to become a home owner.

To make sure that each family shall have a home in event of death of the bread-winner, a low-cost, decreasing premium life insurance policy is to be secured for each buyer. Part of each monthly installment paid will apply on the insurance premium, and in event of death a deed will be given immediately to the heirs of the home-buyer.

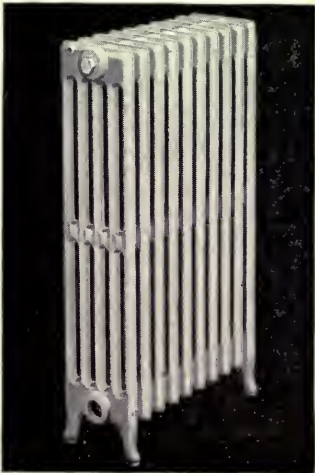
Another feature is a plan for a community house. This, in the "Garden Homes" development, is to be a \$10,000 building, erected in 87th street. The building will be designed for use as a business property in event of lapse of need for it as a community center.

As a means of stimulating the enterprise, and so giving it a most complete trial, arrangements have been made to cut the overhead expenses to the very minimum. As an instance, the association is provided offices

free on the 14th floor of the North American building, and Moses E. Greenebaum, treasurer, has arranged for the Greenebaum Sons Bank & Trust Company to make the installment collections without charge.

This is also true of the building materials which are being purchased at present-day cost. These savings will enable the Association to sell a modern fireproof house for \$4,000.00.

The general public, and the business interests of Chicago, are to be given opportunity of doing much to back up this enterprise. In this manner will those who want to encourage good building and housing for workers be enabled to aid. Each house, as completed, will be mortgaged moderately. These mortgages, collectively will be made the basis of a 6 per cent bond issue and the bonds of \$100 and upward will be offered the public by all the banks of Chicago. These bonds backed by a scientific plan and an organization of ample means and ability will be among the best realty securities to be offered the public in Chicago. Funds obtained by bond sales will be constantly reinvested in new properties for which the demand is unlimited and will be for many years to come.



THE CORTO RADIATOR

This new French design is in great demand for its efficiency and its graceful and refined appearance.

STEAM
HOT WATER
VAPOR

HEATING

FOR

All Types of Buildings

Vacuum Cleaning
Systems Installed

Our Service and Guarantee Mean
Complete Satisfaction

BALDWIN & GLASSON

Phones Franklin { 5657
5635

208 North Wells Street
CHICAGO

REO

Speed Is Economy

¶ This Reo "Speed Wagon" conserves that most precious human commodity—Time. ¶ Time is the essence of every contract—of every transaction—of every business—in this twentieth century. ¶ Speed is the modern equivalent of Time. ¶ Everybody is in a hurry nowadays—and rightly so, for if one would not be outdistanced in the race for success, he must keep pace with the rest of the business world. ¶ We used to think that tons per load was the prime consideration in a motor truck. ¶ But we now know that ton-miles per day is the answer to all transportation problems, whether in city, suburban or country service. ¶ And experience has proven that this speedy, pneumatic tired Reo, carrying lesser loads but more of them piles up to its credit a tremendous tonnage—and at a lower cost of upkeep. ¶ Electric starter conserves the energy of the driver, reduces wear on motor and saves gasoline. ¶ The electric lights add their quota to the total mileage by making night driving possible and safe. ¶ For fully eighty per cent of all kinds of hauling you'll find this Reo "Speed Wagon" ideal. ¶ It was the pioneer of its type—has been standard now for longer than any other. ¶ Reo designed and made in its entirety in the Reo shops, you can be sure of its quality. ¶ Uniform excellence is a Reo attribute. ¶ And the very name Reo is a synonym for dependability and Low Upkeep. ¶ Demand is—thanks to the proven quality of this product—always greater than the possible output of Reos. ¶ So the only way to be at all sure of obtaining a Reo "Speed Wagon" for reasonably early delivery is to see your Reo dealer and place your order at once. ¶ Today—won't be a minute too soon.

Reo Motor Car Company, of Chicago, Inc.



"THE GOLD STANDARD OF VALUES"



THE UNIVERSITY OF CHICAGO, THE QUADRANGLES, 1914

The University of Chicago

THE University of Chicago is situated between Washington Park and Jackson Park and north of the Midway Plaisance, itself a park connecting the other two. In 1890 this was a low-lying, sandy region through which ran from northeast to southwest one of the ridges of an old lake-shore line. On this ridge and on some of the hummocks between slimy frog ponds were scrub oaks. Of this land, close to the site of the World's Fair of 1893, Marshall Field offered one and one-half city blocks, between Ellis and Greenwood avenues from 59th street to 56th street. In 1891 one block was exchanged for an adjoining block to the east and an additional square was purchased; and the City Council vacated the portions of 58th street and Greenwood avenue falling within this space. So were formed the original central quadrangles. Possession of such a site at once made it possible for the trustees to plan the erection of buildings.

In 1892 the lots at the northwest corner of 58th street and Ellis avenue were acquired. In 1893 to John Johnston, Jr.'s, gift of fifty-three acres as a site for the observatory at Williams Bay, Lake Geneva, Wisconsin, about seventeen acres were added by purchase. In 1894 the lots

at the northeast corner of 59th street and University avenue became University property. In 1898 Mr. Rockefeller and Mr. Field presented land used for an athletic field. In 1901 Mr. Rockefeller presented the west half of the block between Ellis and Ingleside and between 57th and 58th streets. Mr. Ryerson presented most of the east half of the same block. Mr. Rockefeller also presented at this time the entire block to the south between 58th and 59th streets. The trustees also bought in this year 300 feet at the corner of 57th street and University avenue. In 1901-2 was acquired the Scammon property between 58th and 59th streets and Kenwood and Kimbark avenues.

In the meantime Mr. Rockefeller privately bought all the property fronting south on the Midway for a distance of about three-quarters of a mile. In 1903 he continued his private buying until he owned the entire south frontage of the Midway from Cottage Grove avenue to Dorchester avenue. Mr. Rockefeller by presenting to the University this land, for which he had paid \$3,229,775, gave to the institution the entire frontage on both sides of the Midway Plaisance from Cottage Grove avenue to Dorchester avenue.

GEORGE W. PAULLIN

IMPORTER :: MANUFACTURER

HUDSON'S BAY AND
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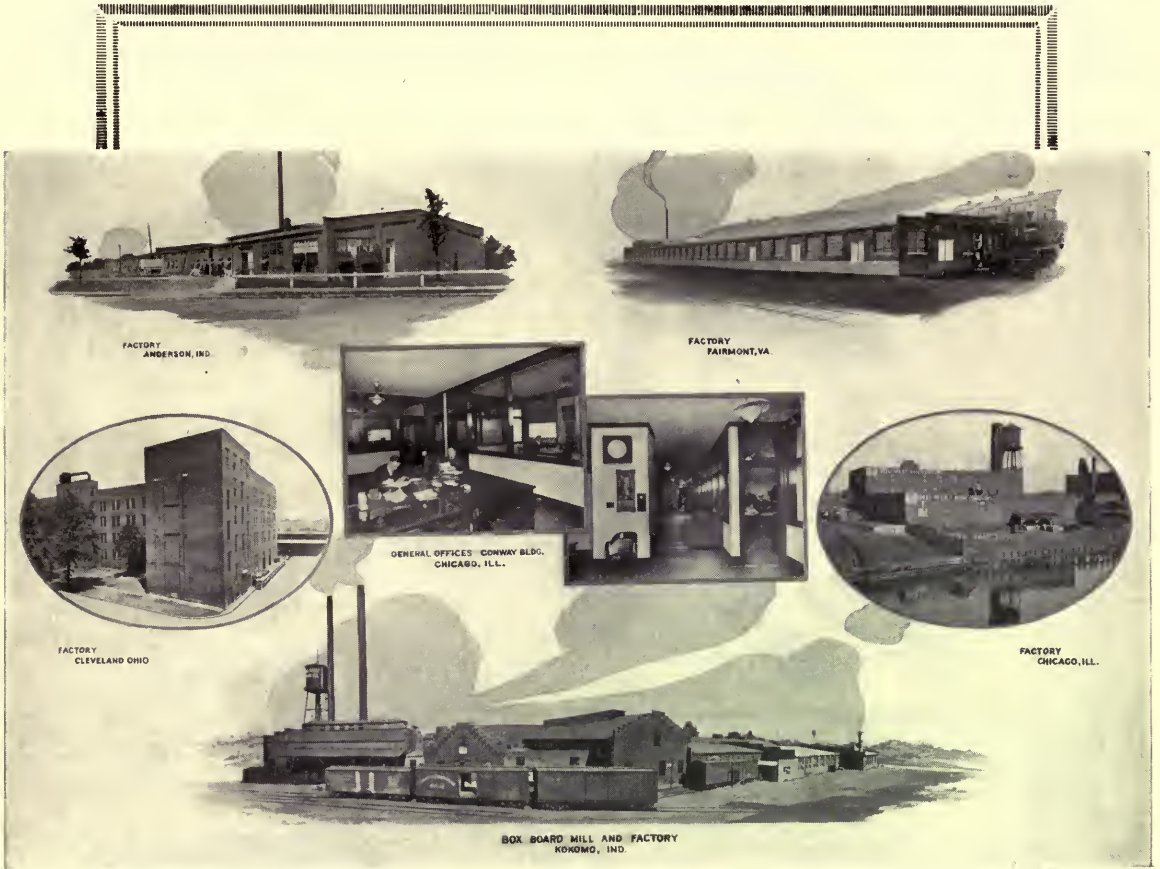
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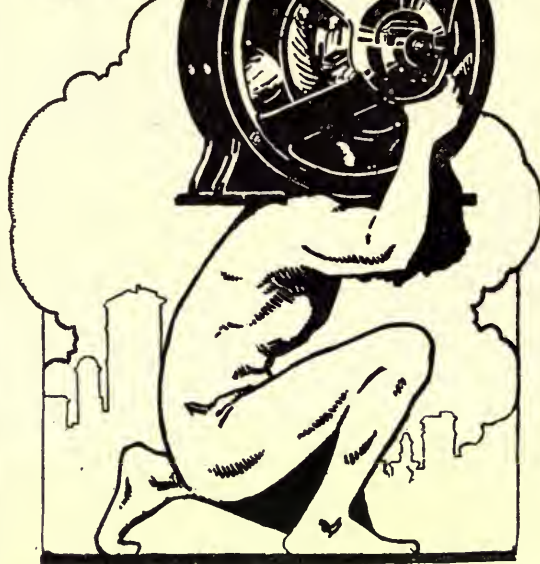
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The hospital is first class in all its appointments, and strictly modern in all its methods. The best medical and surgical staff of doctors in the Northwest, and a large staff of trained nurses minister to the needs of the sick and injured.

The present site of the institution is bounded by Calumet Avenue, Twendy-sixth Street and Prairie Avenue.

HOSPITAL OF

St. Anthony de Padua

Marshall Boulevard and West 19th Street

CHICAGO

Founded in 1898 and is conducted by the Franciscan Sisters of the Sacred Heart. It is ideally located at Nineteenth St. and Marshall Boulevard, fronting as it does on beautiful Douglas Park. Sister M. Monica is superior of the institution. About 3,000 patients are treated yearly. Rev. Anthony Nousa, O. S. B., is chaplain. The hospital is open to all physicians and surgeons of good standing, and no difference is made in the admission of patients and their treatment.

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Hospital farm. About one hundred beds.

Well equipped maternity, X-ray and laboratory departments. Resident chaplain.

The new St. Francis training school for nurses is accredited by the State of Illinois. Applicants should write to Sister Superior.

Saint Mary of Nazareth Hospital and Training School for Nurses

1120 N. Leavitt Street
Chicago

Telephone Humboldt 2600

Conducted by the Sisters of the
Holy Family of Nazareth.

ST. ELIZABETH HOSPITAL

1433 CLAREMONT AVENUE, CHICAGO



WAS erected in 1886 with the assistance of generous citizens by the lamented Sister M. Polycarpa, who, with her successors in office, and an efficient corps of Sisters, Poor Handmaids of Jesus Christ, were untiring in their efforts to elevate the standard of the Hospital.

The corner stone was laid October 17, 1886, by Archbishop Feehan, in the presence of many members of the clergy. The societies of the German parishes took part in the festivities of the day by attending in corpore, accompanied by bands of music.

The buildings are kept thoroughly modernized in every respect and provided with all the equipments that contribute to the comfort and convenience of the patients.

The present standard of the Hospital is to a great extent due to the devotedness and faithfulness of the honorable Staff.

During the year 1918, 4,356 patients were admitted. Many were treated free of charge.

The Training School for Nurses opened in 1913, is accredited by the State Board and affiliated with the Loyola University and the Anna Durand Hospital for Contagious Diseases.

The Woman's Auxiliary of St. Elizabeth Hospital was organized March 15, 1917. The main object in view is to raise funds for a very much needed new addition to the Hospital.

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