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CHICAGO'S GREATEST ISSUE

AN OFFICIAL

PLAN

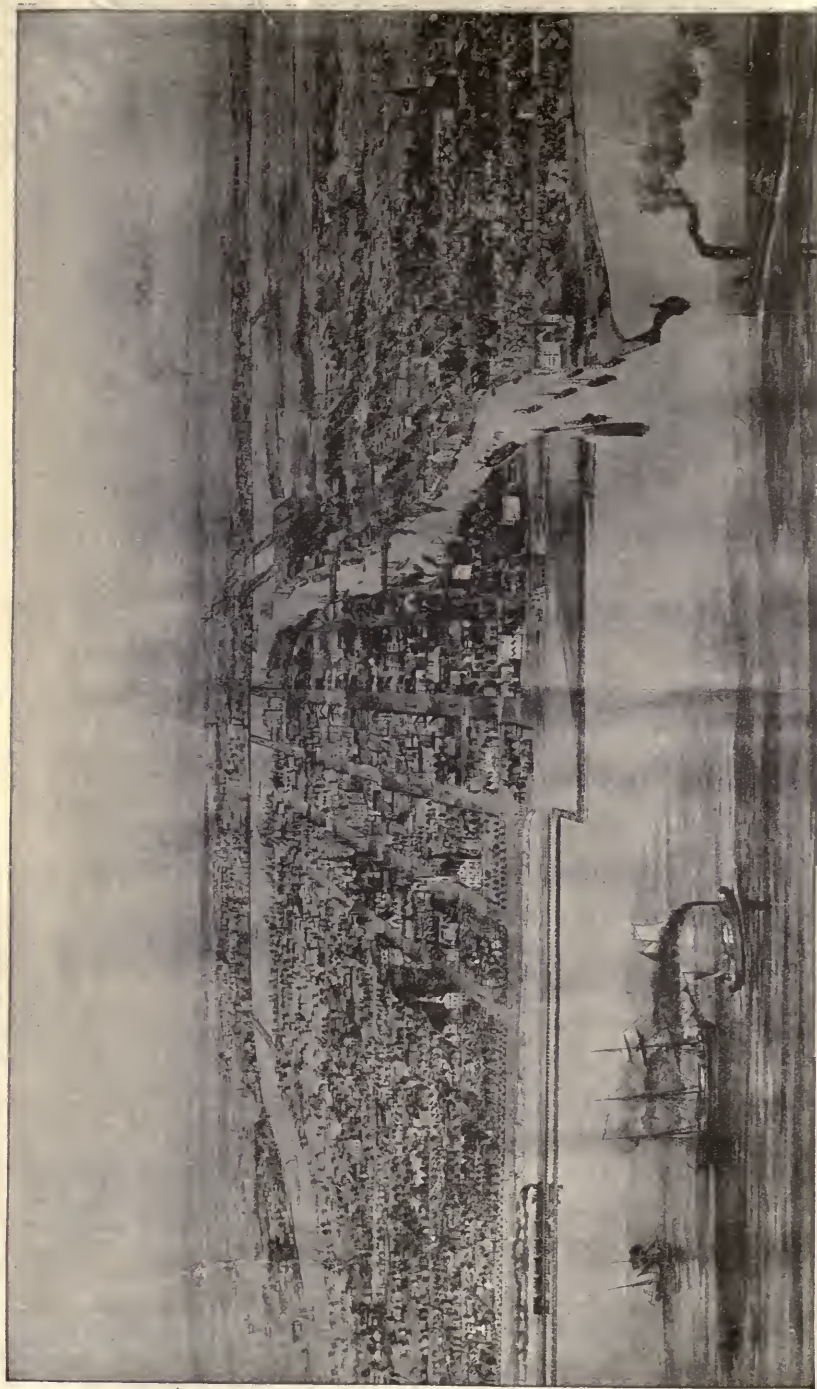
(1911)



THIS Pamphlet portrays what Chicago *has*—what it *owes*—what it is *worth*—what it is *gaining*—what it *needs*—what it *should do*. It is designed for easy reference and that all citizens of Chicago may study “THE PLAN OF CHICAGO,” originally created at the request of and promoted by The Chicago Commercial Club—Later committed for study and development to The Chicago Plan Commission, created by the Mayor of Chicago in November, 1909.

One hundred and sixty-five thousand copies of this edition were printed in June, 1911, and distributed broadcast throughout the city.

Additional copies may be had on written request from the Chicago Plan Commission's headquarters, Room 314, Hotel La Salle, Chicago.



CHICAGO IN 1846. POPULATION, 14,169.
(Original owned by the Chicago Historical Society.)

CHICAGO'S GREATEST ISSUE

AN OFFICIAL
PLAN

Prepared under the direction of
The Chicago Plan Commission

MAYOR CARTER H. HARRISON,
Honorary President ex-officio
CHARLES H. WACKER, Chairman
FRANK I. BENNETT, Vice-Chairman
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The Chicago Plan Commission
1911

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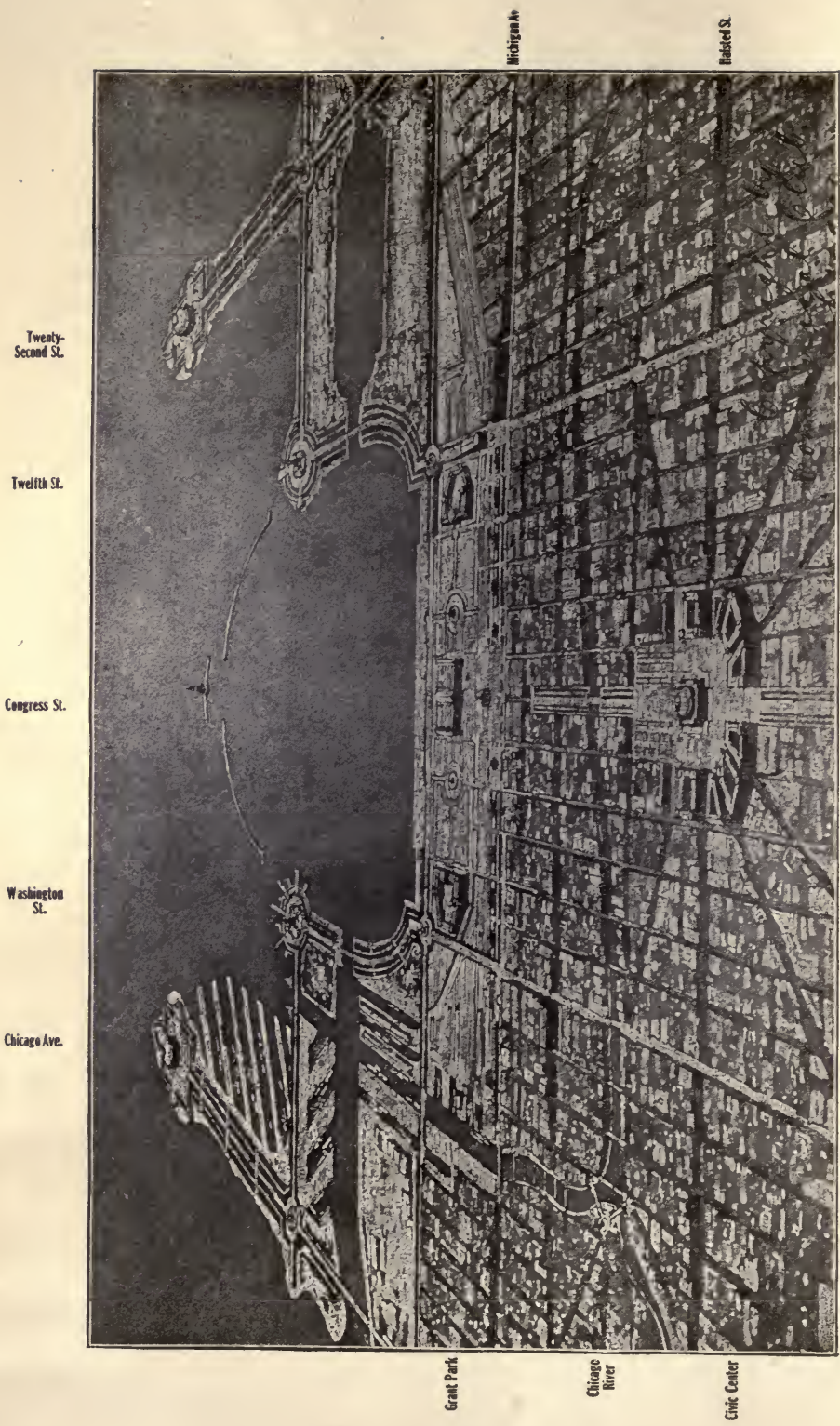
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Twenty-
Second St.

Twelfth St.

Congress St.

Washington
St.

Chicago Ave.

Michigan St.

Madison St.

Grant Park

Chicago
River

Civic Center

CHICAGO. View of the proposed development in the center of the city, from Twenty-second Street to Chicago Avenue, looking towards the east over the Civic Center to Grant Park and Lake Michigan.



SOUTH WATER STREET, CHICAGO, 1834.

It is almost incredible that Chicago has grown from a settlement of ten buildings to a great city of 2,250,000 inhabitants in the short span of 76 years.
[Original owned by the Chicago Historical Society.]

Owners of Chicago.

LET us, as owners of the great corporation known as the City of Chicago, devote a few minutes of our busy lives to taking stock. Let us see just what we have, what we owe, what we are gaining, what our city is worth to us and what to do to make this big property of ours more valuable to ourselves and for our children.

Cities, like private enterprises, must move forward with the times. Shall we permit our competitors at home and abroad to outrival us in the march of progress? What other cities are doing Chicago must do to hold her commercial supremacy and maintain her rightful position in the front ranks of the world's great arenas of commerce, art, science, beauty and health. London, Berlin, Paris, Vienna and New York have each set the pace for greater development—newer and better things.

Chicago must be aroused and shake off her lethargy of indifference and self-satisfaction born in the hurly-burly of success in other days. Let us pause, catch our breath and take a glimpse of the future. What must we do to safeguard, and add to the greatest natural heritage bequeathed to any world city—unrivaled geographical location?

It is not a question of what we are and what we have become—but, of what we should be, and what we may become.

The only right way to solve this problem is to stop right where we are and determine to break the bondage of vanity and self-praise while honestly inquiring of ourselves as citizens, what manner of stewards are we?

In beginning this task, let us imagine ourselves grouped around a great table as long and as wide as our city. Let us take up the latest expert reports of the worth of the property we own in common. First we will take the city itself, because it seems nearest to us.

Are you surprised to be told you are an equal owner in \$200,000,000 of property there?

Then the county property. It is worth \$25,000,000 cash.

The sanitary district next. Its property would bring \$45,000,000 on the market.

The parks. Subdivide them, cut them up in lots, and they would sell for at least \$150,000,000.

Add these sums up, and we find ourselves today with actual cash assets of \$420,000,000. We could sell out today, we find, and have \$1,000 cash for every voter in Cook County. Facts—and conservatively stated.

When we think of these things, and remember all that property is ours—a great fortune we are to leave to our children—we begin to feel a new responsibility and a new pride in being citizens of Chicago. We feel that we ought to handle that property well, don't we, and increase its value if we can?

Now for the other side of the ledger.

What do we owe?

The books are brought in, spread upon the table, and we find our total bonded debt is only \$25 for each of us. And we find, too, that we have many years to pay even this small debt, which includes the sanitary district, park and World's Fair bonds.

We are reminded by somebody about the table that our family debt, though small, may be greater than the debt of other city families. So we ask about this, and we are

astonished and relieved to learn that of the sixteen largest cities in the United States only one has a smaller debt for each citizen than Chicago. We stand on the list between Milwaukee with \$28.56 and Detroit with \$18.78 per capita.

The following figures, taking from Appleton's Year Book, 1910, indicate Chicago's indebtedness per capita in relation to the sixteen largest cities in the United States:

Cities	Population	Indebtedness	Per
	1910	1910	Capita
New York	4,766,833	\$1,014,626,356	\$212.85
Boston	670,585	110,769,073	165.17
Cincinnati	364,463	51,323,518	140.81
New Orleans	339,075	27,324,360	80.58
Newark, N. J.	347,469	25,674,200	73.91
Pittsburg	533,905	37,802,787	70.80
Baltimore	558,485	36,847,457	65.97
Cleveland	560,663	36,847,457	65.72
Philadelphia	1,549,008	95,483,820	61.64
Buffalo	423,715	24,694,901	58.28
San Francisco	416,912	16,105,800	38.63
St. Louis	687,029	24,389,312	35.49
Washington	331,069	9,494,800	28.67
Milwaukee	353,857	10,107,000	28.56
CHICAGO	2,185,283	56,101,674	25.66
Detroit	465,766	8,749,000	18.78

CHICAGO'S TOTAL INDEBTEDNESS ENUMERATED.

Park Bonds	\$11,009,000	
Sanitary Bonds	20,645,000	
Total	\$31,654,000	per capita \$14.48
Municipal Debt	24,447,674	per capita 11.18
Grand Total	\$56,101,674	per capita \$25.66

This table, showing the indebtedness of Uncle Sam's large cities, indicates that Chicago has not been extravagant. Comparing our public improvements and our expenditures with the other cities shown, it also indicates that "we cannot get something for nothing." Chicago is a great business enterprise worth \$420,000,000 with an annual earning power of upwards of \$45,000,000, besides an additional revenue may be had of many millions under its bonding power. At the close of the year 1910 there was \$20,000,000 in the public treasury representing various unexpended appropriations. This great corporation of ours in which we are all interested cannot be expected to stand still; investments

must be made for necessary present improvements and in anticipation of future growth.

Next comes the question as to what we are gaining in numbers.

Sixty-five thousand a year for the last forty years is the answer. Uncle Sam gives it to us through his census reports. He adds that in counting his nephews and nieces in 1910, he found they were gathering more and more every year in his cities. Forty of every hundred Americans now live in cities, the figures say, and twelve of every hundred live in the three cities of New York, Chicago and Philadelphia.

Those statements mean to us that it is a sure and certain thing that city growth is to continue, and we begin to figure on how fast Chicago is likely to grow.

Most of us who were born in America, and who are not native Chicagoans, came from nearby places. It is fair for us to assume, then, that it is from nearby places that Chicago will draw her new-coming Americans.

"How many are near Chicago now?" we ask.

We get the surprising reply that fifty million people, the bulk of a great nation, live within a night's ride of our city.

When we sense these facts each of us begins to have a new pride in Chicago. We remind ourselves that mere bigness in a city is no longer the demand of Americans, but that we are demanding now that each year our cities shall be better places to live in, and we get down to figuring out what our city is worth to us in our lives and our happiness. We begin to look to Chicago's future, and to be interested in our real part and our real duty in conducting this \$420,000,000 Chicago of ours.

Now at this great meeting of the multitude making up Chicago, hundreds of men arise to talk to us, as fellow owners, about the right things to do to make Chicago what we all would have it.

Let us listen to one of these men, talking to the people of his own neighborhood at their section of the great imag-

inary table where we have gathered to discuss Chicago's business.

"You live in Chicago, don't you?" queries the speaker.

"You have your business here?"

"You work here, don't you?"

"You are loyal to Chicago—for her, heart and soul—aren't you?"

"You want to see Chicago the best city it can be. Isn't that true?"

"You want to see it clean—and convenient—and healthful—and attractive—and prosperous—and safe. You want to see it just as right for your comfort and success as it can be made today, don't you?"

"You want the future Chicago to be better than the past, if it can be, don't you? better for your children to be born, live, work, marry and succeed in?"

"If you were making a new Chicago today—if you had power to turn the wheels of time back forty of the seventy-five years of Chicago's short life, you would make some changes, wouldn't you?"

"Now some of us—plain men, business men, practical men—have been interested in the changes necessary," the speaker goes on to say. "We believe we have a way to make the changes needed—easy, sensible, simple to undertake. We have had the world's ablest architects at work for years. We have worked night and day ourselves. We have spent over a hundred thousand dollars, and we believe we have created a way to make Chicago a better city for everybody."

"This has been referred to as a dream," suggests someone about the table.

"Yes," continues the speaker, "it is a dream—just such a dream as the new LaSalle and Blackstone Hotels present in contrast to the old Tremont House—a dream such as the new Chicago & Northwestern twenty-million-dollar passenger terminal presents in contrast to the old Northwestern station at Wells Street."

"We want to suggest our plan to you right now," the speaker concludes, "and we want you to study our sug-

gestion. If you like it—if it will do what we say it will do—we ask only that you approve of it and that work be begun upon our plan right away, so that Chicago may not have to spend millions in the future where thousands will do the work today. If it can be improved upon, we want that improvement made, for it is not a hard and fast proposition. Any changes anybody can suggest ought to be given thought, but let us get together again, in the same spirit that immortalized Chicago in the birth of her great World's Fair, and make Chicago the best, as well as the biggest, of all our great American cities."

Present conditions in Chicago—lack of order in city building, coupled with the lack of many great necessities, are an outgrowth of a natural condition. For upwards of fifty years or more the people of Chicago for the most part were struggling in their efforts to build up successful business enterprises. Our people were without large means. The first duty of every individual is to safeguard and promote his own business, but when individual success is assured attention should then be directed to the public welfare.

Neglect of the citizen to give some of time, some of thought and some of money to public good, if widely distributed, would mean disaster to the community.

Having become prosperous, we should now earnestly direct our attention to solving our many perplexing problems, which have crowded in upon us seemingly all at once—the building of a subway—construction of outer harbors—realization of a proper housing plan—and the development of a city plan as a whole. Provision is made in the Plan of Chicago which affords a solution of practically all of these things.

As citizens of Chicago we would be enthused by that kind of a speech, would we not? We would be impressed, too, and would determine to give careful attention to the ideas advanced by those speakers. That determination brings us face to face with a patriotic, non-political and non-partisan, all-Chicago issue, and with the work of the

Chicago Plan Commission—a body of three hundred and twenty-eight sound, hard-headed Chicago business men, drawn from all classes and representing all interests, and working today to benefit all the people of Chicago in all the years and centuries to come.



CHICAGO IN 1845. - FROM THE WEST. Population 12,088.

[Original owned by the Chicago Historical Society.]

"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."



CORNER CLARK AND SOUTH WATER STREETS, 1864. Population 169,353.
[Original owned by the Chicago Historical Society.]

What the Chicago Plan is.

*The characteristic of greatness is
wisdom to anticipate the future
while conserving the present.*

WHAT is the Chicago Plan?

It is a plan to direct the future growth of the city in an orderly, systematic way.

What is its object?

To make Chicago a real, centralized city instead of a group of overcrowded, overgrown villages.

What does it mean?

That by properly solving Chicago's problems of transportation, street congestion, recreation and public health the city may grow indefinitely in wealth and commerce, and hold her position among the great cities of the world. Above everything else it is concerned with the three most vital problems confronting every metropolitan community—congestion, traffic and public health. The easy and convenient movement of traffic facilitates business, while the chief concern of any city is the public health of its citizens—its greatest asset. The Chicago Plan demands—in the

interest of the latter—more and larger parks and play grounds and better and wider streets.

The conservation of natural resources as a national asset of prime importance is occupying the serious attention of the government, as we all know, but what is more important than the conservation of public health, especially in large cities?

Every human life is a national asset and should be carefully preserved.

It is a matter of governmental record in countries where conscription to army service is compulsory that the physique of the city dwellers is degenerating, so that only a relatively small percentage of those living in congested cities are able to measure up to the strict requirements for military service.

Germany is alarmed on account of this condition and has begun a wide movement to intelligently and systematically direct proper city plans for bettering present conditions and for future growth.

England found that during the Boer war only a small percentage of recruits from large cities offering themselves for service in the army were physically fit.

The United States during the Spanish-American war found the same condition of affairs existed to a very alarming extent. We can all remember the publicity given to the large number of rejections of recruits offering themselves for service from our large cities.

In the United States at the time of the Civil War only 3% of the population lived in cities. In 50 years this has increased to more than 40%. In the past the problem confronting our people in the rapidly growing cities was to provide gas, electric light, pure water, adequate schools and scientifically equipped and conducted public institutions for the sick and improvident. The problem of our great cities today and for the next generation, is to provide light, air, ample means for healthful recreation, relief from congestion, facilitation of traffic, housing of the poor, scientific organization of charities, better public improvements and attractive surroundings to the multitudes swarming to the cities. Right city planning is basic. A proper plan of-

ficially adopted and realized for the direction of the growth of a city in an orderly and systematic way practically affords a complete solution of the problems confronting our great municipalities. Such is the Plan of Chicago.

What are we as citizens to do to promote it?

First we are to study it that we may understand it. When that is accomplished we are to make it clearly and distinctively our ideal. We are to bid good-bye to provincialism that calls itself "community patriotism," and thinks itself loyal because it sneers at the efforts of every other city to solve their problems, while ignoring its own. We are to break the bonds of civic paresis and come to understand that wise and great as we are in Chicago, we are not so wise but that we can learn something in city planning from France, from Germany, from England and from our own American cities—nor so great but that we should enhance our greatness by the kind of wisdom which respects civic advance wherever it may be found. We are to look forward to the time when all barriers to the Plan of Chicago will be broken down in the broad spirit that an injury to one is an injury to all, and that the well being of one promotes the well being of all. We are to make the PLAN our ideal and to put it before us and dare to recognize it and to BELIEVE in it and to build for it. We are to forecast the time when it will seem as extraordinary not to have an official plan toward which to direct the growth of our city as it now seems that Chicago was ever allowed to be worked out like an ill-patched crazy quilt. We are to establish by the influence and work of a united citizenship the power of law necessary for Chicago's advance commensurate with her greatness. It requires only sufficient local patriotism to substitute order for disorder, and reason, common sense and action for negligence, indifference and inertia.

Let us bear in mind the vital point that forty per cent of all the people of the United States are now living in cities; twelve per cent, as stated, live in New York, Chicago and Philadelphia. Medical authorities assert that the physical condition of men in cities "as compared with that

of men in the country" is deteriorating and gradually becoming more deficient. There is a great public responsibility resting upon the metropolitan municipality in providing adequate means for recreation and the health of its citizens that physical efficiency may be maintained, thereby adding tremendously to the composite earning power of the community. Thus it will be seen that aside from the humanitarian and practical necessity for right city building there is a decided commercial asset in right planning that should not be lightly set aside.

We designate the life of Chicago as being 75 years, but it might be more properly figured as 40 years, for within two generations we have added in round numbers 2,000,000 members to our great family. In all likelihood we shall have a population of 4,000,000 twenty years from today. A single generation is a short span in the life of a great and growing city. The majority of our big family will live to see the year 1930. What, then, do we propose to do to surround ourselves, our children and their children with attractive conditions—comfort, convenience, means of recreation, health and happiness?

Again answering the question, "What does it mean?"

Municipal economy is of prime importance. Lack of order and extravagance go hand in hand. It is as necessary to build a city in accordance with a well laid out plan as it is in building a house or in having a model for the making of a garment.

In the twenty-five years ending with 1906 more than \$222,000,000 of the taxpayers' money were spent for extraordinary betterments and improvements. This colossal item affords startling evidence of what might have been accomplished toward the realization of a plan such as we are urging had the city adopted an official plan a generation ago.

Many millions may yet be saved by carrying out this work before property values appreciate still higher and by securing cohesion of all interests, such as the park commissions, forest preserve commission and other powers, in carrying out their future work according to a set plan.

Who is handling the Chicago Plan?

That is being done by the Chicago Plan Commission, a great representative body of men appointed by Mayor Fred A. Busse in November, 1909, who placed in charge as permanent chairman Mr. Charles H. Wacker.

At the first meeting of the Commission held in the City Council Chamber, November 4, 1909, Mr. Frank I. Bennett was elected Vice-Chairman, and Mr. Henry Barrett Chamberlin, Secretary pro tem.

The Commission is being actively supported in its work by the parent of the Chicago Plan movement, the Commercial Club of Chicago, Edward B. Butler, chairman Plan Committee.

In January, 1911, the Commission appointed as its managing director, Mr. Walter D. Moody, formerly general manager of the Chicago Association of Commerce.

How came the Commission to be established?

It was done that the government of the city could undertake and control the work of carrying out the plan for a centralized and improved city. This is with the approval of the governments of the state and county, and park systems—all our public bodies are supporting the Chicago Plan. Mayor Carter H. Harrison, like his predecessor, ex-Mayor Fred A. Busse, is in full accord with and has approved the work of the Chicago Plan Commission. The Plan of Chicago is a non-partisan all-Chicago issue.

How and when was the Chicago Plan originated?

The germ of the idea was the World's Columbian Exposition held in Chicago in 1893. Credit for first voicing this idea is given to Mr. Franklin MacVeagh, now secretary of the national treasury, who in 1901 suggested it to the Commercial Club of Chicago. At almost the same time the Merchants' Club of Chicago became interested through Mr. Charles D. Norton, its president, and Mr. Frederic A. Delano. Work on the plan was formally undertaken by the Merchants' Club in 1903, and was well on the way to development when the latter organization was merged with the Commercial Club under the name of the latter in 1907.

In that year the first Plan Committee of the Commercial Club was organized with Mr. Norton as Chairman and Mr. Charles H. Wacker as Vice Chairman. These two leaders of the plan movement retained their respective offices with each succeeding Plan Committee until the year 1909, when Mr. Norton resigned to take up his residence in Washington. Mr. Charles H. Wacker succeeded him as Chairman, which position he in turn vacated when he received his appointment from the Mayor of Chicago as permanent Chairman of the Chicago Plan Commission at the time of its organization.

Who worked out the Chicago Plan?

For this great work of the actual drafting of a practical plan for Chicago's growth, the city was given, without any charge, the services of Mr. Daniel H. Burnham, architect. The genius of this world-renowned man was contributed to Chicago's good, and that at a time when other great cities, busy at planning betterments, were bidding tens of thousands of dollars for the services Chicago was getting for nothing.

Mr. Burnham was assisted in his great work by his associate, Mr. Edward H. Bennett.

What will the Chicago Plan mean for Chicago in a business way?

Well, it will attract to Chicago millions of dollars now being spent annually in other cities.

You do not mean the millions being spent each year in Europe by Americans, do you?

No, possibly not in Europe, but by making Chicago healthful and as convenient, beautiful and attractive as European cities, vast sums of money would be spent by our neighbors in the great Southern, Southwestern, Western and Northwestern sections of our own United States—who would visit Chicago with their families and friends and remain indefinitely as other Americans now visit and stay indefinitely in Paris, Berlin and other attractive European cities. That's a commercial asset of incalculable value, isn't it?

If we learn as we go, profiting by experience, both in

the matter of our mistakes as well as achievements, we must realize that the future will hold us responsible for the fulfillment of the demand for better surroundings, better utilities, better hygienic conditions, better public improvements and greater comforts; for these always follow in the footsteps of increased commercial activity and wealth.

What is it proposed to do to carry out the Chicago Plan?

Before the plan was drawn careful study showed that Chicago has tended to grow in population in a southwesterly direction from the original Fort Dearborn at the mouth of Chicago river. This fact has been taken into consideration in looking to the probable future center of the city in the preparation of the general plan.

A SYSTEM OF OUTER ROADWAYS AND HIGHWAYS ENCIRCLING THE CITY—To connect the various parts of Chicago with each other, with the center of the city and with outlying sections, is considered a great need. With the exception of five per cent, a perfect system of outer highways—called “turnpikes” in the old days—now exists. Partly disconnected roads form ninety-five per cent of the proposed system today.

A study of the accompanying chart will show that circle No. 1 connects Winnetka, the northern lake terminal, with La Grange, Hinsdale, Blue Island and Orland, ending with Roby on the lake to the South.

Circle No. 2 starts with Waukegan on the lake to the North, connecting that city with Libertyville, Lake Zurich, Elgin, Geneva, Aurora, Joliet, Chicago Heights, ending with Gary on the lake to the South.

Circle No. 3 is also a lake terminal at Kenosha on the North and embraces Woodstock, Genoa, Sycamore, Morris, Momence, Kankakee and La Porte, finding its southern outlet again on the lake at Michigan City.

The Chicago Plan Commission proposes to enlist the aid of the various townships en route on these three circles in the construction of the connecting links, amounting as stated to but five per cent needed to complete these highways. Consider these circular roadways and their connection with



CHICAGO. General diagram of exterior highways encircling or radiating from the city. Ninety-five per cent of these arteries now exist.
(Copyrighted by the Commercial Club of Chicago.)

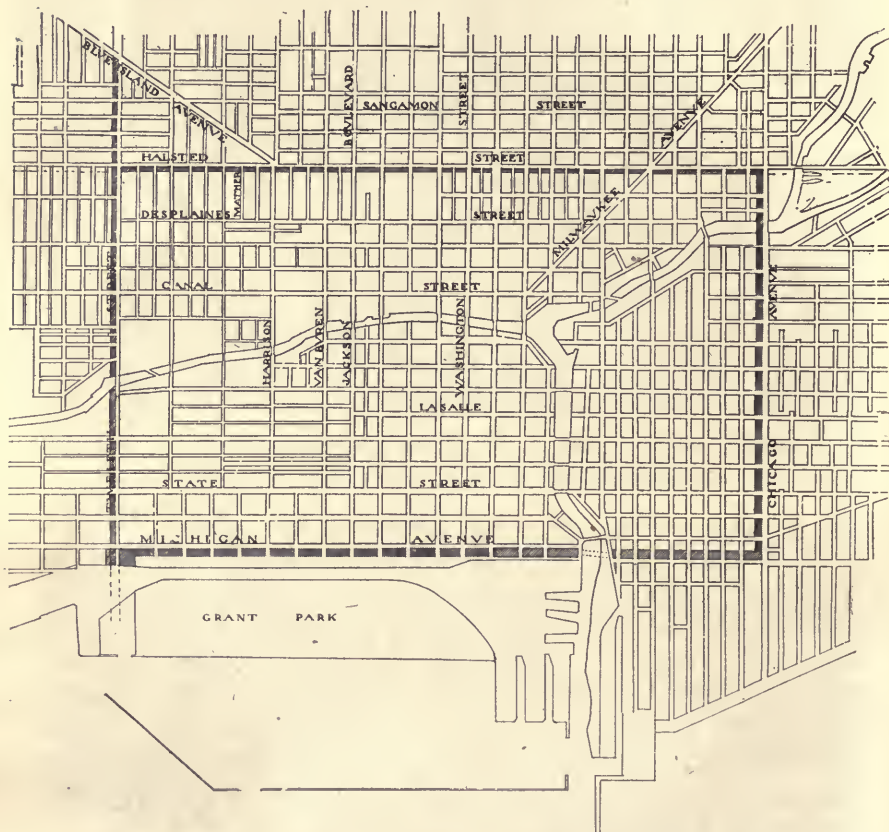
the proposed diagonal street system of our plan—the convenient and time saving feature of this system is apparent at a glance. Country turnpikes and their relationship to the metropolis should be inseparably interlinked and that is especially true in considering Chicago's welfare and her outlying suburban cities, when we realize that the population of the twenty-four cities and villages on these circles amounts to 250,000, and will continue their growth in proportion to their relationship to the city of Chicago and its future development.

DIAGONAL STREETS—One great element in the saving of time and labor in the transportation of people and merchandise in cities comes from the existence of diagonal streets, so traffic may, as we say, "cut across" instead

of moving always at right angles. Milwaukee, Blue Island and Archer avenues are examples of such streets. The plan, then, looks to developing such streets to their greatest usefulness. Also it means, in time, the cutting of more such streets, particularly on the great west side of Chicago.

CIRCUITS—Another idea of the plan is to establish several circuits of existing thoroughfares and to improve them so traffic can move freely and directly about the city's center.

QUADRANGLE—The first constructive work of the



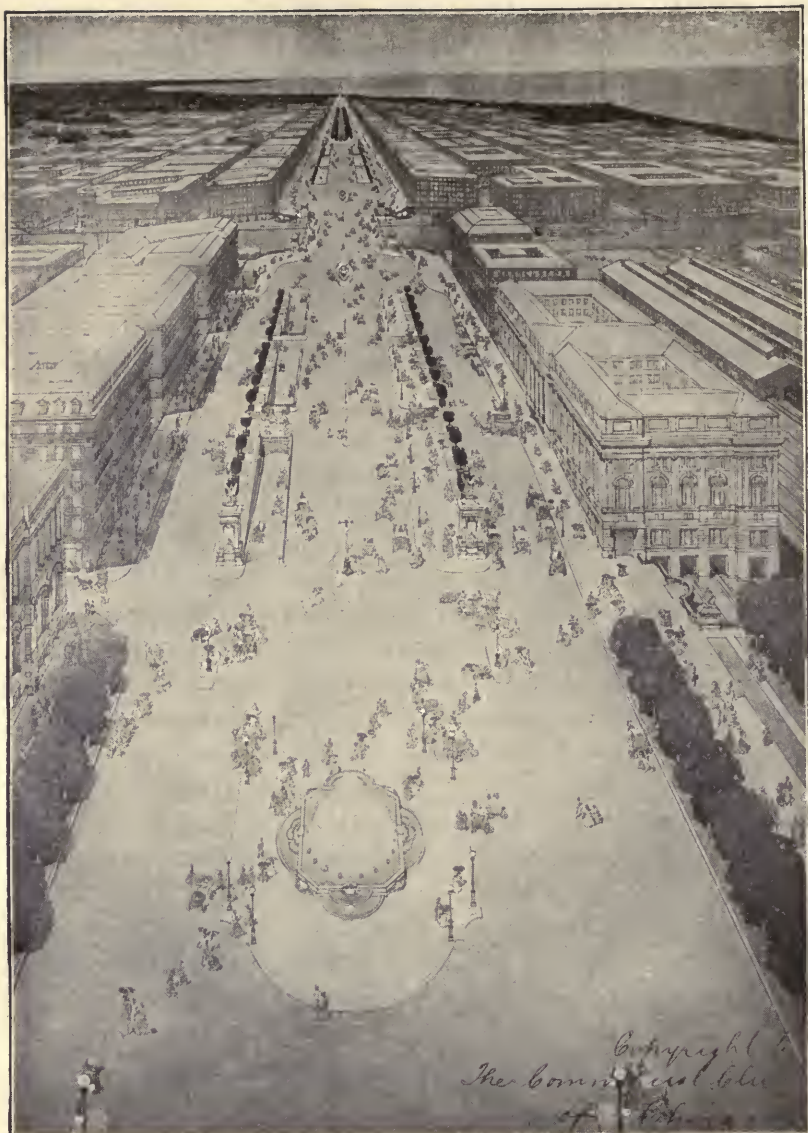
CHICAGO. Plan of the quadrangle bounded by Twelfth Street on the South, Halsted Street on the West, Chicago Avenue on the North and Michigan Avenue on the East. These four streets are destined to bear the heaviest traffic of any thoroughfares in the city. The completion of the quadrangle means the construction of a substantial part of the main vertebra of the street circulation system. It is the purpose of the Chicago Plan Commission to complete this square as the first great necessary step in carrying out the plan as a whole.

Chicago Plan Commission—the foundation stone for all that is to follow—is to carry out the circuit idea by completing the great quadrangle formed by Twelfth street on the South, Halsted street on the West, Chicago avenue on the North and Michigan avenue on the East. These four streets are destined to bear the heaviest traffic of any streets in Chicago. The initial step will be to widen Twelfth street from Michigan to Ashland avenue, the second to widen Michigan avenue from Randolph street North to connect with Chicago avenue. Chicago avenue is sufficiently wide, so we come next to the completing link of the quadrangle—the widening of Halsted street.

MICHIGAN AVENUE, a section of the quadrangle—It was found, is really the base line of the city's traffic. A great development of this avenue is proposed, to make it a great, wide street skirting the entire front of the city. This means widening the avenue from Randolph street to connect with Lincoln Park drive at Ohio street, and the construction of a wide, roomy concrete viaduct and bridge across the river. The bridge is to be a double deck, bascule structure, the upper deck for carriages and automobiles and the lower one for heavy traffic, with wide sidewalks above and below for pedestrians. Arrangements would be made to have east and west traffic of all kinds in the busy section near the river pass through this viaduct at about street grade.

There is to be a gradual grade the entire width of the street from building line to building line, starting from Randolph street, reaching a maximum height of sixteen feet at the river crossing, then a gradual descent to Ohio street. This grade will be no more perceptible than is Jackson boulevard at the river. The grades suggested are less than those existing on Fifth avenue, New York. Imagine standing at the intersection of Randolph street and Michigan avenue and being able to follow with the eye the straightened course of that magnificent widened thoroughfare direct to Lincoln Park, where it would end in the lake at the intersection of Bellevue place.

The completion of the North and South boulevard system with this connecting link as shown in the cut on page



CHICAGO. Proposed boulevard to connect the north and south sides of the river; view looking north from Washington Street. The boulevard is raised to allow free flow of east-and-west teaming traffic under, and both Michigan Avenue and Beaubien Court are raised to the boulevard level. The raised portion throughout its entire length, from Randolph Street to Indiana Street, extends from building line to building line. It is approached from cross streets by inclined roadways or ramps; these may be changed to the east side or omitted.

From a painting for the Commercial Club by Jules Guerin.

(Copyrighted by the Commercial Club of Chicago.)

26 would give Chicago the most magnificent thoroughfare in the world. The estimated cost of this work is less than six million dollars; the value of its realization is inestimable. If there is one phase of the Plan of Chicago that every citizen should demand, it is the building of this connecting link. Its value as a Chicago asset would attract internationally wide attention. Property values in the immediate section of this proposed improvement would be tremendously enhanced. Indirectly the benefit would be to the whole city, even to those of our citizens living in far remote sections.

Attractiveness is a community asset shared in by all. It is not believed that there can be any serious objection on the part of any citizen, either directly or indirectly affected, to an improvement so palpably in the interests of all as the completion of the boulevard link as proposed.

"Michigan avenue is more than the main connecting thoroughfare between the north and the south sides," as has been well said, "it is the great plaisance for office buildings, hotels, clubs, theatres, music halls and shops of the first order, lining the western side of the avenue. So desirable has property become, that the extension of it to the north must enhance the value of the abutting real estate, because of the increased opportunities for continuing the building of structures of the highest class." The property owners there should be the first to recognize their opportunity and co-operate to the fullest extent in this greatest of all needed street improvement.

"Michigan avenue is destined to carry the heaviest movement of any street in the world. Any improvement for this thoroughfare which does not recognize its importance will be a waste of money and energy and an error of the first magnitude." Michigan avenue north of Randolph street is now 66 feet wide. It should be widened to at least 130 feet, by taking a 64 foot strip off from the lots on the east side of the street. The lots in the blocks affected are 130, 124 and 121 feet deep. After the city has taken the necessary property for the improvement, there would remain of these lots a depth of 66, 60 and 57 feet respectively—plenty



CHICAGO. Proposed Twelfth Street Improvement at its intersections with Michigan Avenue and Ashland Avenue. It is planned to make this a broad business street and not a boulevard as shown in this picture.

The proposed railway terminals are shown fronting on Twelfth Street at its level, which is raised to allow North and South traffic to flow underneath. Access to the street is provided at alternate streets. The rise presumably will begin at Wabash Avenue and end at Canal Street. At the intersection of Twelfth and Canal Streets a diagonal thoroughfare is shown extending to the proposed civic center. Between this diagonal and the river is shown the beginning of the West Side railway stations. From a painting for the Commercial Club by Jules Guerlin. (Copyrighted by the Commercial Club of Chicago.)

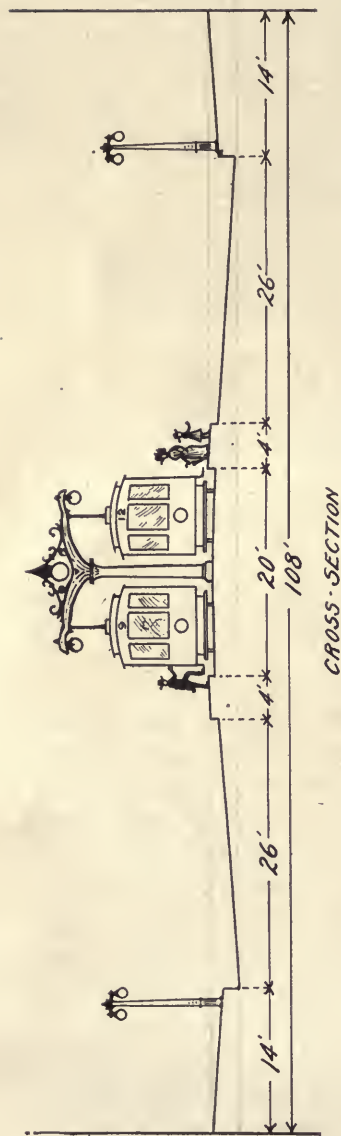
of depth for merchantable, high-class property, when it is remembered that certain large office buildings in the loop are situated on very shallow lots. When the improvement of Michigan avenue is completed, the remainder of the lots affected will be worth more than the present property of full depth.

TWELFTH STREET, the first section of the quadrangle, is being developed under the Chicago Plan. It is to be widened and arranged to bear easily a heavier traffic than that which now makes it a badly congested street. The widening of Twelfth street is the initial step in the constructive work of developing the plan as a whole and bears a relationship to the general scheme of street construction and street widening.

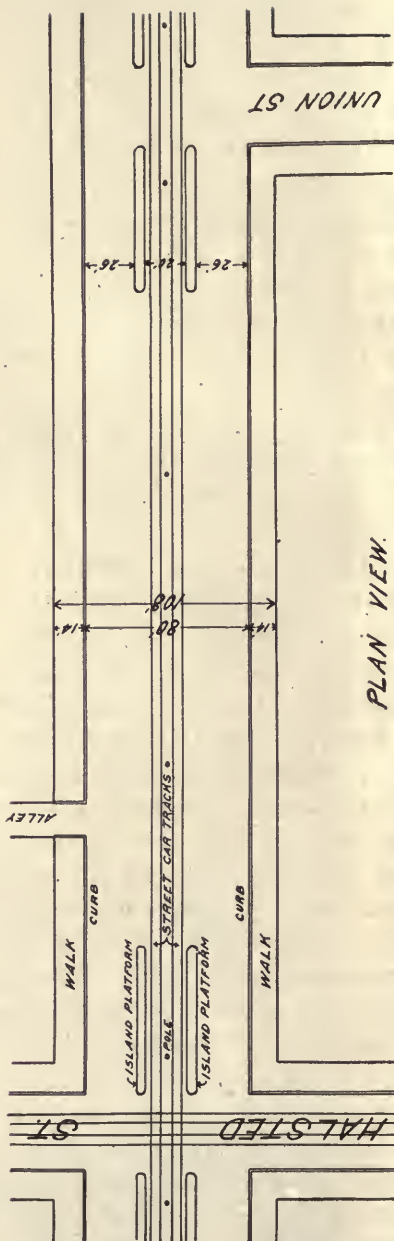
The necessity for the improvement of that street lies in the fact that it is the only through thoroughfare between Harrison and Eighteenth streets connecting the west side with the down town district. The actual heart of the city's population today is a little north of the corner of Twelfth and Halsted streets. Traffic and the city's growth are gradually moving in a southwesterly direction. Adequate provision must be made for a suitable outlet from that district to the present business center of the city.

Twelfth street from Ashland avenue to Michigan avenue is at present 66 feet wide between building lines with the exception of the block between State street and Michigan avenue, where the street is but 50 feet wide; 39 feet wide between sidewalk curbs and only nine feet and nine inches wide between the street car step and the curb. It is proposed to make the street 108 feet wide from Ashland avenue to Canal street, taking a 42-foot strip off from the lots on the south side of the street. It is to be widened to 118 feet from Canal street to Michigan avenue.

It is not intended to boulevard the street, but to make it a clean, wide, business thoroughfare with a double, rapid-transit surface street car line down the center, and on it might be established sub-stations of all the great railroads entering the city from the east, south and southwest. It is hoped that the railroads may be induced to locate terminals south of Twelfth street between State street and the river.



CROSS-SECTION



PLAN VIEW.

CHICAGO. Plan of the new Twelfth Street. Top diagram shows sidewalks 24 feet and 26-foot roadway on either side, with a 20-foot strip in the center for double street car line and bracket trolley poles. Plan below shows "islands" on both sides of the car tracks at the intersection of each street for safety in entering and leaving street cars. Dimension of island 4 by 60 feet. Car tracks at street level, with free access for traffic to either side. Prepared for the Chicago Plan Commission.

On November 16, 1909, the Chicago Plan Commission's Executive Committee appointed a special Twelfth street committee whose mission it was to investigate the entire matter and report back to the Executive Committee. On January 19, 1910, the Executive Committee received the Twelfth Street Committee's report, adopting same, which was referred to the Commission as a whole and unanimously adopted on January 19, 1910.

On March 2, 1911, there was a public hearing on the matter before the Board of Local Improvements, after which the property owners on that street were given thirty days in which to file a protest representing a majority of the lineal front footage. The time limit expired without such majority protest having been filed with the Board, and the matter then went to the City Council, where on April 6, 1911, the Twelfth street widening ordinance passed by a vote of 46 to 10.

The improvement might properly be designated as both a "local improvement" and a "general benefit." The Chicago Plan Commission has made a strong recommendation for a large "general benefit" in order that a large percentage of the cost of the improvement shall be borne by the whole city, in which case the matter of a bond issue to defray the city's part of the cost will have to be referred to the people in a referendum. Mayor Carter H. Harrison has declared himself in favor of a large "general benefit" and has pledged himself to see that the people in that section will receive fair and just treatment.

Public sentiment generally and the united support of the press is back of this movement. Every citizen of Chicago should aid with his influence and vote at the proper time in the realization of this improvement, thus insuring the success of the first practical step in carrying out the Plan.

HALSTED STREET, a section of the quadrangle, it is predicted, will, in time to come, carry an enormous traffic. It is so situated that its usefulness, already great, may be

very much increased. It is selected as, next to Michigan avenue, the most important north and south traffic thoroughfare. Under the Chicago Plan the street would be widened, paved properly and developed as one of the great central business streets of the future city.

CHICAGO AVENUE, a section of the quadrangle, already one hundred feet wide, will serve for a long time the traffic it will be made to carry. Crowding of vehicles is not so great upon the north side of the city and is not increasing so fast as in other sections. It will connect with the proposed Michigan boulevard extension at Pine street, completing the first circuit of improvement in our streets.

PARK SYSTEM—Going further with their work, the architects found our park system encircling the city on three sides, and along part of the shore. To this system it is planned to add park lands and park ways, so as to extend and complete it, and make it encircle the entire city—this to meet the needs of increasing population. Numerous small parks are also proposed, and the plan looks to taking over large forest areas, now outside the city limits, that open air pleasures may be had by the city's millions in summers to come.

LAKE FRONT—One of the really great features of the plan, and one most easily to be carried out, is the improvement of the lake front. We all know how, in a few years, the city's waste, heaped upon one part of our city's "front yard," produced for us our tremendously valuable Grant Park, which is land worth millions, created for us out of our city's refuse.

Why, we ask, as the owners of Chicago, can not that good work go on?

Let us consider, just for a moment, what we are really doing in Chicago now, and how we are neglecting our opportunities. We spent \$60,000,000 digging a canal—one of the greatest civic tasks ever done—that we might have pure water to drink. And we are actually dumping into our lake, which we spent that great sum to purify, hundreds

and thousands of tons of refuse matter—dirt and filth which not only imperils our health but proves us a most wasteful people and tends also to create obstructions gravely dangerous to navigation—a matter for first consideration as being of prime importance.

What should we do about it?

Just this: Send crews out into the lake. Have them drive lines of piles at proper distances from shore, and instead of throwing the city's refuse into the open lake, pile it up—ashes, old bricks, building wreckage, street sweepings—and make thus a long line of islands extending up and down the length of the city's water front.

Twenty-seven to thirty-three acres can be created in this way every year. We can dispose of the city's refuse and at the same time—as we did in Grant Park—build up a water-side park system greater and more extensive than that of any city in the world. The entire work can be done at a cost so trifling as to surprise not only Chicago, but all the world.

TRANSPORTATION—In connection with the street and park features of the plan was considered the problem of transportation facilities. The location of passenger and freight stations had great bearing on the plan. Included is a plan for arranging the railway stations and connecting them by a subway street car system.

FREIGHT YARDS—Removal of the freight yards from the center of the city so far as possible, and stopping the expensive rehandling of freight in the crowded districts is to result from the plan. Great central freight clearing yards are to be established southwest of the city. All incoming freight trains will go there. An industrial freight harbor is proposed at the mouth of the Calumet river, South Chicago; a commercial harbor is proposed at the mouth of the Chicago river, and all the freight centers are to be connected by subway lines.

CIVIC CENTER—In seeing the growth of the city ever southwesterly the men having the plan in hand, figuring on the experiences of all great cities of modern and an-

cient times, were able to tell where the real center of the future Chicago is to be. Near that point, then, it became their duty to plan the heart of the coming great city. That point was decided to be near the crossing of South Halsted and West Congress streets. They planned there a great work, designated as the principal civic center of Chicago.

It is hard for any mind to grasp this great plan thus hastily outlined. It is hard to realize the ease with which Chicago's millions can make the Chicago Plan a reality.

Let us study it. If the plan is good let us band together and go to work on it, willing to wait fifty years, perhaps, to see the whole plan worked out, but determined to see it succeed. Let us look at the plan in detail, taking one thing at a time, considering all facts, weighing all things justly, and decide what to do about it.



MICHIGAN AVENUE—FROM PARK ROW. 1864.

[Original owned by the Chicago Historical Society.]

As marvelous as is the growth of Chicago during its life of 76 years, it is still more astounding that the city added 2,000,000 inhabitants to its population in less than 50 years. During the Civil War, the period this picture represents, the city's population was 169,353.

Plans for the Lake Front.

BEFORE giving attention to the many things in the Chicago Plan which look to upbuild the commerce of Chicago, increase her power as a manufacturing city, make easier the handling of her traffic, and work for her general advance, let us talk of the lake front. All of us know something of that. We know the lake itself at Jackson, Lincoln and Grant Parks. We would like to know it better, to be able to enjoy its pleasures without facing its dangers. Let us see what the Chicago Plan offers us as to the lake front.

It is well to talk of the Lake Front park system first, too, because it is to cost us so little, as has been shown. This seems to bring the realization of it nearer, for if it is good to have we can begin right away to get it.

As the central idea of the lake front parks, imagine a plan for parks in the lake, reaching from Jackson Park on the south to Wilmette on the north, a stretch of twenty miles of water-front parks. These are not to be boulevarded for vehicles, but real parks and playgrounds for all the people, where family picnics, baseball, tennis and all manner of outdoor sports may be freely indulged in.

Beginning at Jackson Park, the Chicago Plan provides first for a yacht harbor in a basin about three miles along shore and perhaps two miles across. This will result from the building of a half-circle of little islands in the lake in the zone from Forty-third to Fifty-fifth street, where the water is quite shallow.

Then northward will sweep one large island, or perhaps two islands, reaching to the main harbor at Twelfth street. This land is to be from 600 to 1,000 feet across. Between it and the mainland will run a lagoon, 400 feet wide, to be canoeing, motor-boating and rowing. It will provide a waterway, always calm, always safe, five miles long and nearly a thousand feet wide.

Chicago Avenue

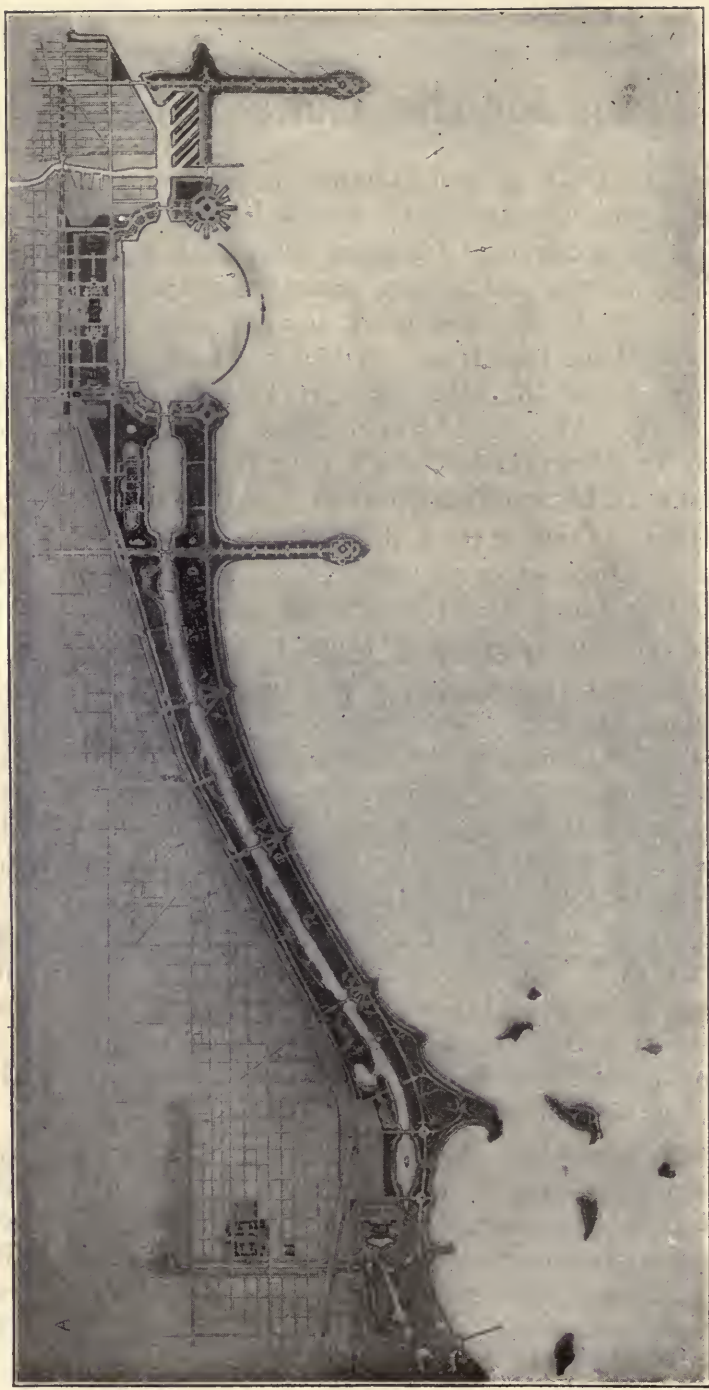
Washington Boulevard

Twelfth Street

Twenty-second Street

Thirty-ninth Street

Midway Plaisance



CHICAGO. Lake shore from Chicago Avenue on the north to Jackson Park on the south. A general scheme is to be carried as far north as Wilmette. This park, enclosing lagoons for boating, would be a continuous playground for the people and may be built at practically no cost by utilizing the wastage from the city and excavated material. (Copyrighted by the Commercial Club of Chicago.)

Midway Plaisance

Chicago Avenue

As a further development of this water-front park scheme, it is planned to build a new strip of land immediately east of the Illinois Central railroad tracks and extending out into the water for a distance of approximately 200 or 300 feet, running the entire length from Jackson Park to connect with Grant Park at Twelfth street, paralleling the lagoon and outer parkway strip.

This would give Chicago the most magnificent water-front of any city in the world, and would give the people an opportunity to enjoy the alluring pleasures that only water sports and waterway parks can provide. In every other country excepting our own waterfronts of every description are reserved and beautified as intended by nature for the free and unlimited pleasure of all the people. The proposed improvement of Chicago's waterfront is the most practical and feasible part of the Plan of Chicago and can be accomplished, at practically no cost, at the rate of twenty-seven to thirty-three acres each year by utilizing Chicago's waste material, as shown on pages 32 and 72. It is not contemplated that this work shall be accomplished in a day, or a year; but to gradually create this park as rapidly as can be, in the manner above described.

Accessibility to the lake front is a matter of prime importance, and has been given thorough consideration and comprehensive treatment in the plan for street widening and street construction, which is readily shown by a study of the charts of streets.

Another splendid feature of the lake front parks is an idea to have extending from Twelfth street north to Washington street a great central harbor faced by Grant Park. This great basin lies in the hollow of curving parkland shores extending into the lake for three-quarters of a mile. Two long seawalls, curving outward, with openings at the center and at either end, permit easy passage of vessels and assure calm water always within the harbor.

At the extremity of the northern coast of this harbor, picture to yourself great piers and stations, arranged in a circle, for use of the passenger carrying vessels of the lakes. At



CHICAGO. View looking south over the lagoons of the proposed lake front park for the south shore.

Painted for the Commercial Club of Chicago by Jules Guerlin.

(Copyrighted by the Commercial Club of Chicago.)

the extremity of the southern coast of the harbor imagine refectories, boat houses and other buildings built for park purposes, overlooking the lake, crowning an island in the lake.

Go further with the view of the central lake front. Picture to yourself two long, narrow parks built as island piers, and running out into the lake for over a mile, one at the foot of Twenty-second street, the other at the foot of Chicago avenue. These great piers, to be tipped with high lighthouses marking the entrance to Chicago's magnificent harbor, will serve as walls to break the force of all storms which assail the city from the lake. Each of these parks will be, say, five hundred feet wide, perhaps reaching a mile out, and each to have trees and flowers and drives for carriages.

Northward from Chicago avenue the plan offers a variation from the south shore plan, the islands being built a

little farther off-shore, and the inner lagoon narrowing, but continuing unbroken until it connects with the yacht harbor and park already established at Wilmette, where begins the inland waterway provided by the north channel of the drainage district, which canal now cuts through Evanston and connects with the Chicago river at the city's northern extremity.

The preliminary plans for these great island parks, which will be hundreds of acres in extent, call for bridges and connecting ways by which the people of the various divisions of the city may at all times easily reach the lake front parks, playgrounds and the recreation and bathing beaches adjacent to them.

Because of the small cost of this vast improvement, and because it can be carried out by use of the city's waste, which is increasing in amount every year, the lake front park island work is likely to be the first major step by Chicago in putting the Chicago Plan into effect. The building of Chicago's subway, as now seems certain, will greatly aid in pushing the development of the lake front improvement on account of the vast quantities of excavated material that would have to be deposited somewhere; besides, it would cost far less to haul this material to the lake front than to some far more distant point.

As a side feature of the lake front plans it is proposed to drive a boulevard skirted lagoon through the Midway Plaisance on the South Side, connecting the lagoons of Jackson and Washington parks, and opening a way for pleasure craft to pierce far into the heart of the residence section of the city. The earth removed in the construction of this long lagoon, of course, will go far toward helping the island construction work within the lake.

Think of what this lake front development means to Chicago and her citizens. An extremely beautiful parkway, twenty miles in length, with the lake on one side and the city on the other. Frequent fields, numerous playgrounds, spacious avenues, fine groves—all in closest touch with the life of the city. What an effect it will have upon our health

and happiness who live here. How many visitors its beauties will attract from other cities. How many millions of dollars it will mean to the city's trade thus to establish in our great city a pleasure resort of such splendid extent and possibilities.

Think what this great park system means to the people of our city. Unlimited opportunities for recreation, unlimited relief for the millions in the heat of summer on this great public playground at our city's front door, unlimited enjoyment of winter sports upon the frozen lagoons—an all-the-year, every-day-in-the-week joy to all Chicago and all her guests.

Truly spoke the eminent French visitor to Chicago who said, "Chicago has not yet discovered its lake front."

Forests for the People.



EXT in importance to the lake front development we may perhaps give place to the matter of securing for the people large areas of forest lands adjacent to Chicago. These should be in their natural condition, filled with such wild trees, shrubs, vines and flowers as grow in this climate, and the people should have free access to them for all time. These large parks, we may all agree, should be selected with a view to getting the best lands for such purposes, the most attractive natural sites, and have them readily accessible and near to all the people.

Let us look for a few minutes into the possibilities which nature has given us to secure such places for the people. We will begin at Glencoe, near the northern border of Cook County, and in our minds go through the territory which we can well take and improve for our benefit and the benefit of future generations, coming back to Lake Michigan on the southern border of the Chicago zone.

Glencoe, on Lake Michigan, lies in the center of a broken country which affords a natural park entrance to the country from the lake shore. Here are virgin forests where lordly oak, elm, ash and cottonwood trees cast their summer shade.

Piercing the country we have the Skokie marshland, almost as beautiful as the lake itself.

A mile inland we have the valley of the north branch of Chicago river, where the ever-changing views give never ending delights.

Southward the forests extend along the river down toward and approaching the city limits. There are about eight thousand acres which should be taken for this great natural northern park. The land could be secured now at comparatively small cost.

Des Plaines
River Reserve

Skokie Valley
Reserve

Mt. Forest
Reserve

Lake Calumet
Reserve



CHICAGO. General map showing topography, waterways, and complete system of streets, boulevards, parkways and parks. The parks and parkways encircle the city; they are placed in relation to the radiating and increase in area in proportion to their distance from the center (heavy black). Also showing the proposed harbors at the mouths of the Chicago and Calumet rivers, and the location of outlying townships.

(Copyrighted by the Commercial Club of Chicago.)

A park area entirely surrounding the city can be had by extending westward from Glencoe to the valley of the Des Plaines river, and passing down that valley to Riverside. Thence, taking in the valleys of Salt and Flag creeks—a country of great natural beauty. Thence in a southerly direction to the drainage canal, including the fine rolling country and forests in the Willow Springs district. Now bearing eastward, extend the line along the Calumet Feeder, Stony Creek and Little Calumet river, to and including Lake Calumet, and so to the lake shore below South Chicago.

This recital brings a view, perhaps, of great expense. But the cost would not, in fact, be as large as most people would believe at first thought.

First, most of the territory suggested still lies in its natural state. No expensive improvements have been made; which would naturally lessen the cost.

Secondly, much of the territory is now either public property, such as streams, or is practically valueless for tillage or improvement because of its wild and broken state.

It is proposed, as part of the plan, to create a driveway around Lake Calumet, and to reclaim the lowlands south of that body of water, and also to plant a belt of woods surrounding this lake park set in the center of one of the world's greatest manufacturing districts. Driveways, too, are to run through all this outlying park territory, connecting with the main routes to the center of the city.

We are already engaged in serious attempts to provide good living conditions for the many thousand people working in the large industries of the Calumet territory. Extensive parks are demanded in that region because city conditions, no matter how ideal, fail to satisfy the craving for real out-of-door life. Human nature demands such simple and wholesome pleasures as come from roaming the woods, from canoeing and boating, and from sports and games that require large areas.

We live in an era of holidays. We use every available day for recreation and rest for the tired body and mind. We need, therefore, the large parks, and the necessity for

them is greatest in the regions south and southwest of the city. There the city's workers will find their largest means of enjoyment for their hours of leisure and days of vacation.

The outer park plans have been so drawn, generally, as to provide proper areas for the people of all the various parts of the city, and to have these areas all easily accessible for the many thousands who will use them.

The forest preserves, as shown on the chart accompanying this chapter, indicate that these reserves are placed in relation to the radiating arteries. Naturally these arteries will be larger and better paved as the forests are developed, since they will always be the short-cut to the forests; this applies particularly to Milwaukee avenue for the Des Plaines River reserve, Twelfth street for the Elmhurst reserve, and Archer avenue for Mt. Forest reserve.

The Des Plaines River reserve, and particularly the Elmhurst and Mt. Forest reserves are destined to be the big forests because the topography of the land and in all probability the price of these (if the purchases are not delayed too long) are more favorable than the other districts.

Fifty-eight American cities are now engaged in city planning and fourteen of these are arranging for radical changes, providing for extensive park areas, civic centers and public squares.

The subject of forest preserves in connection with the world's large cities is receiving most serious attention by the authorities of Berlin, Vienna, London and Paris. In fact, these cities have already secured properties adequate for this purpose.

Berlin, with about the same population as Chicago, has a total area of proposed forest reserves of over 75,000 acres within a radius of ten miles of the center of the city. Berlin's Grunewald Forest contains 10,000 acres and is situated no further from the center of the city than our own Washington Park.

Vienna, with nearly the same population as Chicago, has a total park area of 15,000 acres, and is making extensive preparations for large forest preserves.

Chicago's present actual park area is 3,200 acres. The outer park system recommended by the Special Park Commission in their report of 1904, is 37,000 acres; proposed by the Plan of Chicago, between 40,000 and 50,000 acres.

CHICAGO'S PARKS AND THOSE OF OTHER CITIES—From President Henry G. Foreman's Park Commission report of 1904—from which we may see at a glance how Chicago stands in regard to parks when placed side by side with other American cities. The showing is not flattering to Chicago. While our city is second in population, it is seventh in park area.

City	Acre Area of Parks
BOSTON	12,878
*LONDON	8,404
NEW YORK	8,074
*PARIS	4,299
PHILADELPHIA	4,175
LOS ANGELES	3,737
NEWARK, NEW JERSEY, and environs	3,548
SAN FRANCISCO	3,411
CHICAGO	3,174
WASHINGTON	2,911

*[The acreage of foreign cities does not appear in President Foreman's report, but have been inserted here for the purpose of comparison.]

In the year 1909 the General Assembly of Illinois passed an act providing for the creation of Forest Reserve Districts within counties in Illinois. This act provided that upon petitions being filed, the question should be submitted to the voters of the proposed district, and if the vote was in favor of the adoption and creation of such district, thereupon the district should be organized.

The affairs of the district are managed by a Board of Commissioners consisting of a President and four commissioners, appointed by the Chairman of the Board of County Commissioners, with the consent of the members of such Board. Such a petition was presented to the County Court in September, 1910. The question was submitted to the voters at the election in November, 1910, resulting in a vote of about 138,000 for such district, and less than 40,000 against such district.

Thereupon, on the 30th day of November, 1910, the President of the Board appointed a President and Board of Commissioners for such Forest Preserve District, which district embodied all of Cook County. The act provides that the Commissioners shall have power to designate by ordinance, to lay out, establish, open, widen, pave and otherwise improve and maintain pleasure driveways; to prescribe rules and regulations concerning such driveways, and also the Forest Preserves acquired under the provisions of the act. The Board also has power under the act to acquire by gift, devise, purchase or condemnation any and all grounds and lands necessary for such driveways and Forest Preserves and lands contiguous thereto.

The Board further, according to the act, has power to acquire and hold lands for the erection and maintenance thereon of public buildings for the use of the public for assembly and recreation purposes, but not of a religious character. In order to provide revenues with which to carry out the purposes of the act the Board may issue bonds and levy taxes in the same manner as taxes are levied for city and village purposes. Such Board shall report annually to the County Commissioners the revenues received, expenditures made, land acquired, the progress of construction work and the condition of the property and such other matters as may have been acted upon by the Board during the previous year.

A quo warranto proceeding was instituted in December, 1910, which proceeding involves the constitutionality of the act under which the Forest Preserve District was organized. At the hearing before Judge Dever, a decision was rendered sustaining the act; an appeal was taken by the State's Attorney, which appeal was considered by the Supreme Court of this State at the April Term, A. D. 1911, and a decision thereon is expected at the present June Term, which term began on June 6, 1911.

This decision when handed down by the court will either declare all or a portion of the act unconstitutional, and if the act is sustained, no doubt the court will define the powers of the district.

Our Transportation Problem.



WE ALL know Chicago has been made, largely, by the railroads. We know, too, that our future prosperity depends upon them. We see, then, that we ought to give much thought to transportation, that in all possible ways the railroads may be helped to handle our people and our freight as quickly and as cheaply as possible.

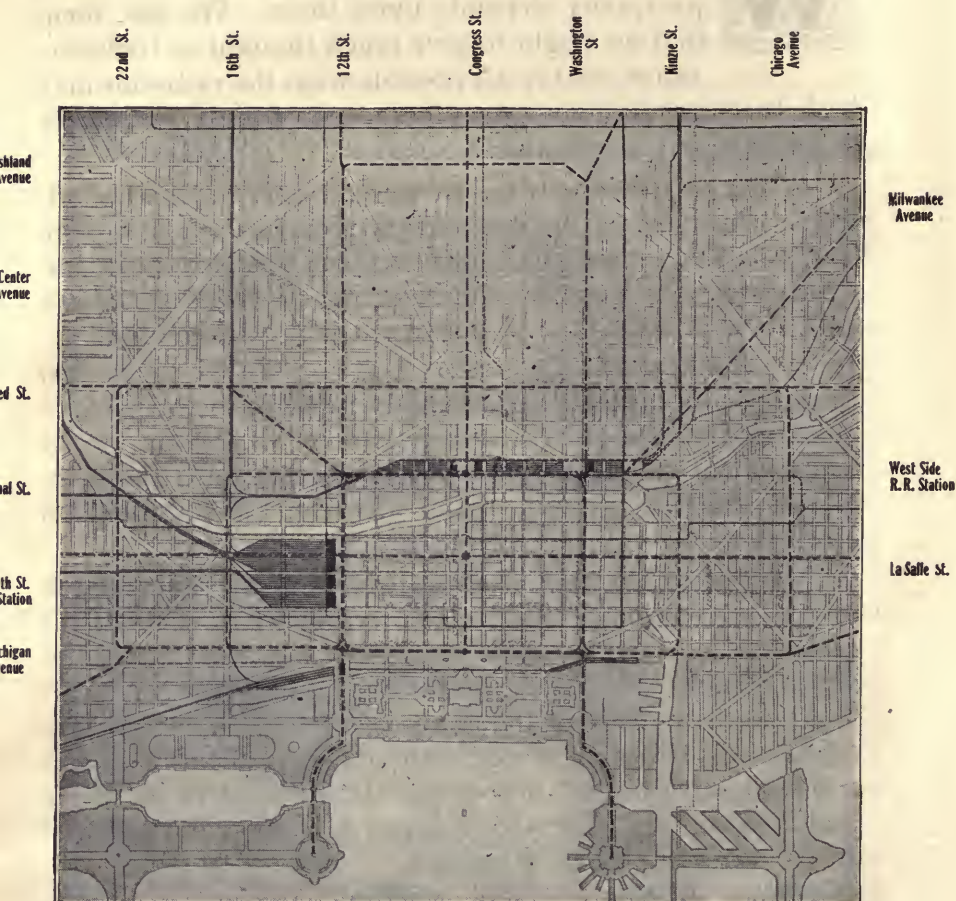
When we investigate today, we find each railroad handling its business in its own way, without a central system. We ask, then, if the time has not come to develop a common system, at least for the handling of freight, and we look about to see how such a system could be established.

We think of freight matters first because we know that upon the proper handling of freight depends the business of our factories, the growth of our commerce, and the steady employment of our people. We know that upon that subject depends the growth of our city and the stability and increase of the value of all our property.

Most of us are astonished to learn that the chief reason for the congestion of our freight terminals, for delays, for railway smoke and for other evils from which we suffer lies in the manner the roads are operated. The great trouble is that the railroads haul thousands of cars every month into the heart of Chicago, switch them and haul them out again without unloading. No need for this appears to us, as we study the subject. We ask ourselves how to avoid this, and the answer comes to us at once.

"Turn all those through cars into a common clearing yard on the outskirts of the city," we say. "Stop them at Gary on the south, at Summit on the southwest, at Franklin Park on the northwest and at Waukegan on the north, and send them by a great belt railway to a common center out southwest, there to be sorted, made up in trains and delivered to the various roads to continue their journeys."

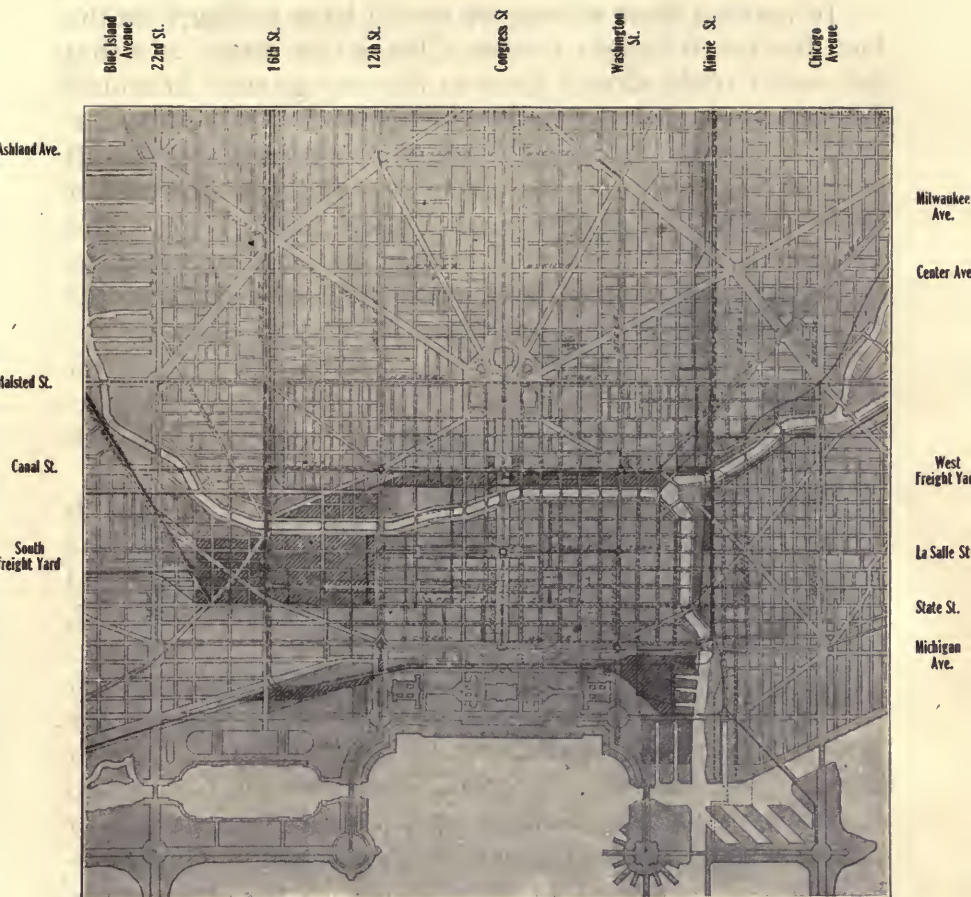
We can see at a glance how much this would prevent congestion down in the center of the city, leaving the central district tracks more clear for passenger traffic and for quick delivery of such freight as is intended for merchants and factories in Chicago. We see, too, how it means a cleaner city for us, and at the same time a big saving for the railroads.



CHICAGO. Diagram of city center, showing the proposed arrangement of railroad passenger stations, the complete traction system, including rapid transit, subway and elevated roads, and the circuit subway line.

The last is designed—(A) to connect all railroad stations with one another; (B) to connect passengers from all points of the city within and without the center with the railroad stations by transfer from the subway line proposed in the Arnold report; (C) to supplement by transfer the interchange of passengers from traction line going through the center from the north, south or west to any point in the city.

(Copyrighted by the Commercial Club of Chicago.)



CHICAGO. Diagram of the city center, showing the general location of existing freight yards and railroad lines the present tunnel system and proposed circuit, and connections for all these services, running to the central clearing yards.

(Copyrighted by the Commercial Club of Chicago.)

Having decided this as a good move, we would then go a step further. We know that many thousands of cars of goods are sent to Chicago each year, which goods are unloaded, stored, and shipped out through the country by wholesale merchants from time to time as they are sold. It seems clear, then, that a great general storage depot could be created outside the city, at the place most convenient, where these goods could be handled more cheaply and quickly than in the center of a great city.

In making these moves, we would have to figure on the fact that much freight reaches Chicago by water, and that this water trade should grow as the city grows. It would be well, then, to greatly develop the harbor at South Chicago, as nearest the general freight clearing yards, as all heavy freight now goes there, and also a commercial harbor at the mouth of Chicago river. These harbors we would connect by underground or surface railway, operated by electricity, with the freight clearing yards, and also with the general freight distribution system for the city itself.

The Chicago Plan Commission endorses the report for the provision of both the industrial and the commercial harbor made by the Harbor Commission of the City of Chicago in 1909.

COMMERCIAL HARBOR—proposed at the mouth of the Chicago river—"At large cities provision must be made for the delivery of passengers arriving by vessel, and for the freight that is used in the city locally, including coal, fruits, vegetables, and other merchandise. Such a harbor requires docks, warehouses and unloading facilities near, or convenient to, the heart of the city, and may be termed the 'city' or 'commercial' harbor. All traffic through the city, or moving from lake to rail, or rail to lake, cannot be handled at an outside harbor. Some of this is high class package or fruit and vegetable freight, which is carried by the same vessels that bring to the city freight needed locally. Hence the 'city' harbor must provide for this 'through' business and interchange of lake and rail traffic."—[*Extract from Harbor Commission report of 1909.*]

INDUSTRIAL HARBOR—proposed at South Chicago—"An entirely different class of requirements arises in connection with the handling of commodities which are in transit through the city, or which are required for manufacturing. A harbor supplied with facilities for handling such traffic may be called the 'industrial' harbor, and need not be near the heart of the city. It is desirable that such a harbor should be convenient to an industrial and manufacturing neighborhood. The industrial harbor bears about the same relation to a great city as do the freight yards,

switch tracks, etc., of a railroad. The congestion which exists in large cities should not be increased by attempting to handle in the heart of the city wares intended for manufacture or which are passing through or being transshipped from water to rail or vice versa.”—[*Extract from Harbor Commission report of 1909.*]

Thus we would outline to ourselves the creation of one great machine, planned to handle all the freight traffic of Chicago—preventing congestion in the freight yards, saving untold sums in the handling of goods, preserving pavements from unmeasured needless wear, carrying on the city’s entire business without waste or delay.

Having thus disposed of the city’s freight troubles, attention would be given passenger traffic, so that the railway stations of the city could be grouped into a system giving us all the best and most convenient service.

Conditions would lead us probably to select the district between Clinton and Canal streets, extending from Twelfth to Lake streets, for the railway stations of the west side, and to arrange the south side stations along Twelfth street from State street to the south branch of the river.

It will be seen, by a little study of this plan, that this arrangement would give us ideal railway facilities. The stations should be arranged so as to avoid closing any streets, either building the main stations above or below street grade. The latter arrangement would appear the best, because it would allow the use of the areas above the railway tracks all to be used. Such parts of this area as were not used for station purposes could be devoted to business uses, the rentals reducing the cost of operating the roads.

Our transportation plan provides for a great belt line system interlinking all railway terminals and crossing all surface and elevated lines. With a proper system of transfers, we could save time for the people desiring to reach various parts of the city as quickly as possible, which can only be arranged by avoiding the congested downtown district. Transportation experts concede the belt line idea to be the only feasible and practical plan to accomplish this re-

sult. In a less comprehensive manner than our plan designates, the belt line plan is operated with complete satisfaction in other large cities.

Thus we would complete a system able to easily handle many times the number of people that at present are accommodated with so much difficulty. Besides this, our most important gain would be to restore to general business uses the big area between Van Buren and Twelfth streets, west from State street to the river. It would mean adding a territory almost as large as our present entire downtown business district to the heart of Chicago, making the growth of the city easy and natural.

Chicago's people are all appreciative of the good done the city by the railroads. More than a million of us now regularly use their facilities, and our demand is constantly growing for better service, which the railway managers are anxious to supply. We want the irritation to our nerves which comes out of railway operation reduced to the minimum. We know the community will get far more out of its million workers when their nerves cease to be racked by irritating conditions and great noises.

We are coming to think well of the fact that what is best for the city as a whole is best also for its business interests. And so it is in railway matters.

The solution of the transportation problems which would be of the best advantage to the city will also most benefit the railway lines, each and all of them.

The transportation managers have in recent years shown a desire to act together in matters for the public good. Whatever will be required of them, therefore, to bring about good order in traffic, it is expected will be conceded by them; so there may be completed a system of handling both freight and passenger traffic which will enhance Chicago's commerce and thus maintain and build up the railroads themselves.

Street Needs of Chicago.

*"City streets are the parlor and playground
of the poor—the happy hunting
ground of youth."*



WHEN we think with a view to deciding what the greatest needs of a city are, we conclude, generally, that two things are of the greatest importance. The first need is for enough streets, sufficiently wide and running in the right direction, to permit the people to go about the city easily and quickly. The second is park area great enough to insure good health and a pleasing appearance.

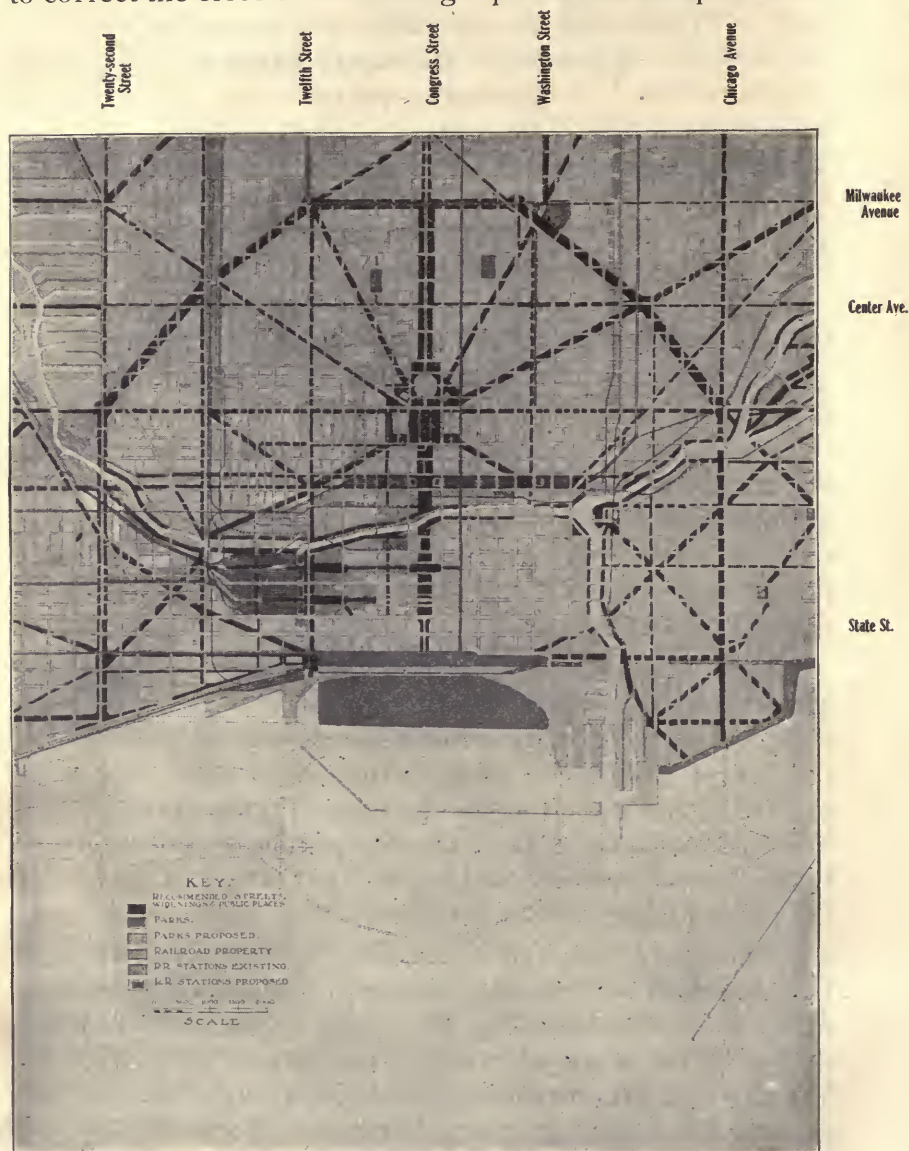
Proper street arrangements are the prime need because we are all interested in saving time. Life is made up of minutes, and to save minutes means to lengthen life. Time, then, is of tremendous value to us all, and almost any sacrifice of money today is right if we can save daily minutes for the millions of tomorrow.

Right here we should remind ourselves that Chicago has at no time ever looked far enough ahead. We can all see today the mistakes made when Chicago was rebuilding after the fire of 1871. We see how the people then were short sighted in not planning for the orderly growth of the city. We must understand, then, that the people of Chicago twenty-five years hence will hold us in light esteem if we let slip the opportunities before us today.

We should not feel, in considering the street needs of Chicago, that there is any danger of undertaking too big a plan, or of over-shooting the mark. This fact was well shown in the work of erecting our new county building. We started a structure more than twice as big as the one then existing for county purposes, but before it was finished our needs had outgrown the new structure. It was the same with our new city hall. Neither of those structures is large

enough to house the departments of government for which it was intended.

In all growing cities it has been necessary, before building according to an orderly plan, to begin, at large expense, to correct the error of not having a plan to build upon when



CHICAGO. Plan of the center of the city, showing the present street and boulevard system, the proposed additional arteries and street widenings (heavy black).

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the city was founded. The longer this beginning has been delayed the greater has been the expense. To postpone it means multiplying the cost, besides a greater burden of discomfort and loss of business every day.

Later on will be discussed the history of other cities in this work, and the tremendous cost they have had to pay for delay. But it may be said now that all these cities have found that no matter how great the labor or how large the cost, the result has always well repaid the necessary outlay.

Let us see how it is best to lay out, construct and keep up the streets in a city like Chicago. Beginning in the retail district, the past has taught us we should have streets from eighty to one hundred feet wide, with smooth, noiseless pavements. The lighting and signs should be arranged to give a pleasing general effect. Such streets should be about equally divided into roadway and sidewalk space.

Where heavy tonnage is moving a width of from seventy to ninety feet is desirable, a little more than half being given to roadway. Here the pavements should be most wear-resisting, regardless of noise.

Next comes the usual residence street. Here we may well lessen the space devoted to traffic to from twenty to thirty-six feet, as necessity warrants. We should do this where houses are crowded together or apartments abound so the smaller children may have playgrounds close at hand, and that grass and trees may add to appearances and furnish shade for pedestrians.

After that we consider the avenues, or traffic streets. These should be wide enough to draw in the streams of traffic passing from one part of the city to other parts, and to provide for street car traffic, keeping the stream of ordinary vehicles and cars each moving in its own place and not interfering with each other.

Then we think of the boulevards. From these we exclude heavy traffic. They are the wide streets, of fine dwellings, ornamented with grass, shrubs and trees. They provide continuous playgrounds for the children of the neighborhood. They give us places for statues and fountains.

Our parks are connected with them. We adorn them with flowers and embellish them with rare and beautiful trees and plants. They are important ornamental features of our city, elevating and educational.

Lastly, and most important, come the time and distance saving diagonal streets. We all know their value. We all know that Chicago could not possibly be the huge city it is today if it had not always had such streets as Milwaukee, Lincoln, Ogden, Blue Island, Archer and other avenues—the straight-aiming trails of the Indian and the trapper—developed to aid in the handling of its people and its traffic. Usually cities are compelled to create these diagonals, always at great expense. But no matter what the expense, it is always found that these streets, when constructed, pay in convenience and time-saving, many times over what they originally cost.

It is certain that Chicago needs more diagonal streets than it has. The need is greatest for direct routes by diagonals to connect the north and south sides of Chicago with its great west side. The need of more open spaces on the west side itself is already acknowledged in the movement for small parks. These spaces could be created in large part by cutting diagonal streets through, thus letting light and air into all crowded sections. A further benefit of a proper system of such thoroughfares is that they will serve at all times to provide fresh air and healthfulness to all parts of the city, no matter from which direction the wind may be blowing.

Diagonal streets which would serve hundreds of thousands of people daily ought now, experts say, to be cut through the central part of Chicago on these routes:

First, from the crossing of Chicago avenue and Lincoln Park boulevard southwesterly to Milwaukee avenue and Canal street.

Second, from the crossing of West Washington and Canal streets southwesterly to the crossing of West Congress and Halsted streets. These two streets completed, we would have an almost straight street, practically extending Blue Island avenue to the lake front at Chicago avenue.

Third, from the crossing of Halsted and West Congress streets southeasterly to the crossing of West Twelfth and Canal streets, and thence still southeasterly, and crossing the river at Sixteenth street, to Archer avenue at State street, and, still southeasterly, to Cottage Grove avenue at Twenty-second street.

By cutting a further street from the crossing of Milwaukee and North Ashland avenues to Halsted and West Congress streets we would have an almost straight street connecting the extreme northwest and southeast sides of Chicago.

The value of the "quadrangle" around the center of the downtown district is apparent to us all, especially when we foresee the growth of the retail business district bringing such high values for land in these districts that the factories will be crowded further out, and the proposed diagonal streets become great, wide retail streets.

When we consider that at the present day it is necessary for people wishing to go from either the north or south to the west side of the city to travel long distances at right angles, we are forced to decide that this is wrong, and ought not to continue. Besides that, we know that today if one wants to make such a trip quickly he is forced in most cases to go through the business district in the city's center. Thus everybody is constantly getting in the way of everybody else and adding to the useless crowding of the downtown streets.

We ask ourselves if we cannot do something to bring the various sides of the city into closer touch with each other.

We begin a study of the plans of the architects, which we must remember are drawn to prepare for fifty or more years of work for the city.

Each of us is interested, perhaps, in his own section of Chicago. Each of us wants to know what the plan promises for his neighborhood in the way of new streets, and in the way of convenience in going about the city.

Here is a little sketch of what is proposed in the way of new streets for each side of the city, by which we can each see how easy the plan would make it for us to travel through Chicago if the streets were already cut through.

NORTH SIDE—Let us begin on the north side and swing around the entire city by way of the proposed diagonal streets.

Starting at the crossing of North and La Salle avenues on the second circuit of diagonals about the city's downtown district a street would run southwesterly, crossing Clybourn avenue at Sedgwick street, and there turning more westerly to run straight southwest to the crossing of West Chicago avenue and North Halsted street, and continuing thus to connect with Ogden avenue near the crossing of Washington boulevard and North Ashland avenue. Thus Ogden avenue would be practically extended to the gate of Lincoln Park.

Starting again at Belmont avenue and the lake, and running southwesterly to the crossing of Lincoln avenue and North Halsted street, another new street would run thence straight southwest to where North and North Ashland avenues cross, thence turning south to the crossing of Milwaukee and North Ashland avenues, and then southwest again to the crossing of Grand and North Western avenues, and then still southwesterly to connect with Colorado avenue at West Madison street. Thus would be provided a new highway reaching from beyond South Fifty-third avenue to the lake shore at the north extremity of Lincoln Park as it is to be when extension work now in progress is completed.

Again starting at the lake shore, this time at Irving Park boulevard, a new street would be cut through southwesterly to the crossing of Lincoln avenue and North Ashland avenue, thence straight southwest to the crossing of West Fullerton avenue and North Western avenue, and on southwest to Humboldt Park at North Kedzie and West North avenues. Then the route would be south in North Kedzie avenue to the southwest corner of Humboldt Park, where the new street would go on cutting southwest to West Congress street at Fifty-second avenue.

Short diagonals would also be cut from Irving Park boulevard and the lake shore northwesterly to Lawrence avenue, near North Ashland avenue, and from that point

southwest to North Western avenue and Irving Park boulevard.

WEST SIDE—Over on the west side the chief diagonal streets needed would find a common center at South Halsted and West Congress streets.

Starting from that point, where is planned the future center of Chicago, the first of these new streets would run northerly and westerly to connect with Milwaukee avenue near North Ashland avenue, which would thus become practically a straight extension of the new highway.

The second new street would be cut from the same point at South Halsted street westerly and north to Grand avenue and North Western avenue, connecting there with Grand avenue and making that street a long straight avenue running to the center at Halsted street.

The third of these new streets would run from the same point westerly and south to where West Twelfth street crosses South Ashland avenue. It would open up a greatly congested part of Chicago, give ease of travel and add to public health.

All the remaining new diagonal streets needed on the west side can be best shown, perhaps, by beginning to lay them out and show how they will connect the west and south sides of the city. Together, they form the remainder of the general plan for giving all the people of Chicago free ways of travel to all parts of the city.

Starting, then, to show how best to connect the south and west sides of Chicago, a new street would start at Thirty-ninth street and the lake shore, and run northwest to Thirty-first street and Wentworth avenue, crossing Grand boulevard at Thirty-fifth street. On northwesterly it would go to South Halsted street at Archer avenue. South Halsted street would be the route then to West Twenty-second street, when the street would again cut northwesterly to the crossing of West Twelfth street and South Ashland avenue, and on in the same direction to cut Ogden avenue at West Congress street, finally ending at the crossing of North Western avenue and Grand avenue.

Another great highway to the west side would start at

Twenty-second
Street

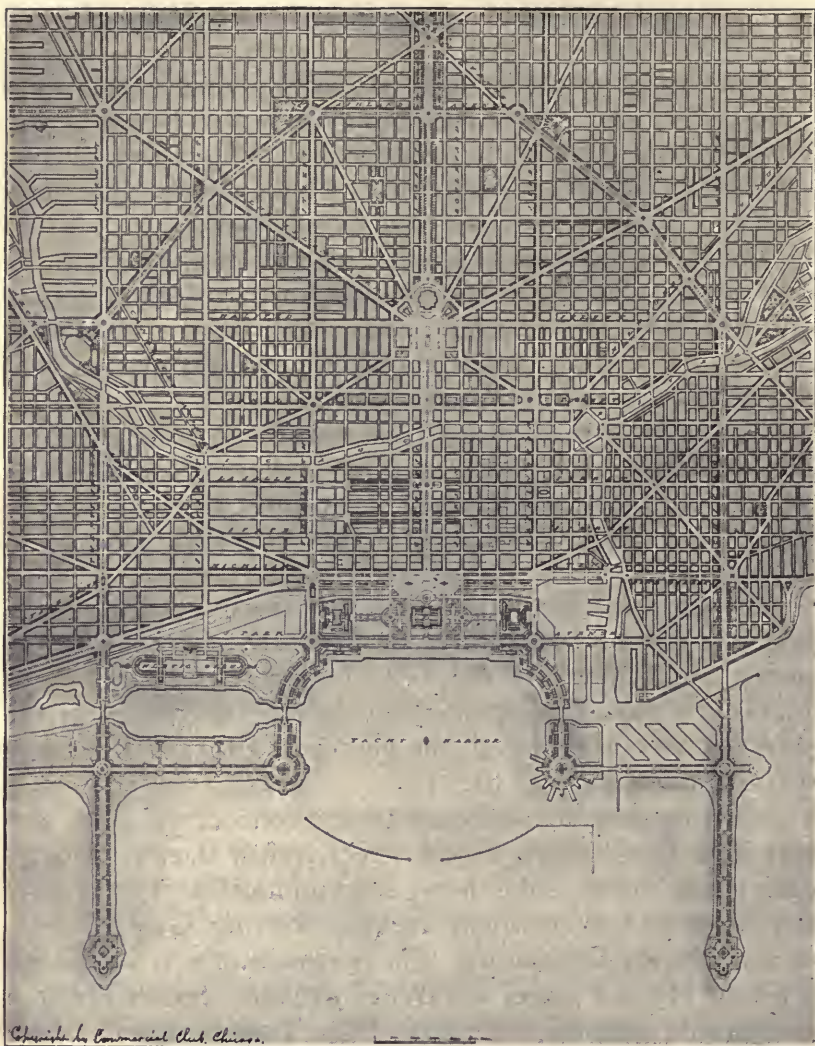
Congress Street

Chicago
Avenue

Milwaukee Avenue

Center Avenue

State Street



CHICAGO. Plan of the complete system of street circulation; railway stations; parks, boulevard circuits and radial arteries; public recreation piers; yacht harbor and pleasure-boat piers; treatment of Grant Park; the main axis and the Civic Center, presenting the city as a complete organism in which all its functions are related one to another in such a manner that it will become a unit.

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the western edge of Jackson Park at Sixty-seventh street, and run northwest to the southeast corner of Washington Park at Cottage Grove avenue, and through or around the park to where Garfield boulevard enters the park. Then it would cut northwest again, crossing Wentworth avenue at Forty-seventh street, South Halsted street at Thirty-ninth street, crossing the river at South Ashland avenue near Thirty-first street, and north on South Ashland avenue to West Twenty-second street, thence northwest again to South Western avenue at West Twelfth street, and then westerly and north to North Forty-eighth avenue near Washington boulevard, crossing Colorado avenue at Garfield Park.

Another route, further out still, would follow in its southeasterly section a route alongside the Lake Shore and Michigan Southern railway to about Sixtieth street near State street, then under the railway tracks to Wentworth avenue and there begin cutting northwestward, crossing South Halsted street at Garfield boulevard, and South Ashland avenue at Forty-seventh street. It would join South Western avenue at Thirty-ninth street, and run north in Western avenue to West Thirty-first street, west in Thirty-first street to the crossing of an extension of Blue Island avenue at West Thirty-first street, and thence northwesterly to cross Ogden avenue at South Fortieth avenue, and thence northwest indefinitely, crossing West Congress street at South Fifty-second avenue, and running indefinitely into the country.

SOUTH SIDE—The south side would have to have a number of diagonal streets created for the use of its own people, designed to serve such general purposes as is served for the north side by Evanston, Lincoln, Clybourn and Elston avenues and by Clark street.

One such street would be cut through from the crossing of Michigan avenue and Twenty-second street, running southwesterly, crossing Wentworth avenue at Thirty-first street, and running to South Halsted street at Thirty-ninth street, there being broken by the stockyards, but resuming its course at about South Ashland avenue at Forty-seventh

street, and being planned to continue then indefinitely southwest.

Another street for south and southwest side uses would begin at Thirty-first street and the lake, running southwest-erly, crossing Grand boulevard at Thirty-fifth street, Michigan avenue at Thirty-ninth street, State street near Forty-third street, Wentworth avenue at Forty-seventh street, South Halsted street at Garfield boulevard and South Ashland avenue at Sixty-seventh street, also continuing indefinitely in the same direction.

Finally, diagonal streets would be driven from the lake shore at Thirty-ninth street southwest to Grand boulevard at Washington Park; and from the lake shore at Forty-seventh street southwest to the northwest corner of Washington Park.

*"Streets should be made to blossom
once in a while. Usually they
are all stem and no blossom."*

LINKING ALL STREET SYSTEMS—Finally, to link all the street systems together in an effective, practical and impressive manner there is planned a wide, park-like boulevard to sweep across the entire southwest, west and northwest sides of the city. It would be throughout its length equally distant from the civic center at South Halsted and West Congress streets. It would serve as a great continuous driveway across the city and as a park throughout its entire length, and come to be known in time as one of the most wonderful architectural features of any city on earth.

This curving boulevard would start at Garfield boulevard and South Western avenue, and curve around to connect with Irving Park boulevard at North Western avenue, eleven miles away, holding a width of 300 or 500 feet throughout its course. In its sweep it would touch Fifty-second avenue on the west, and it would cut the courses of every important diagonal street of the city. Most of the land needed for this great arc could be secured today at very low cost.

In planning the circling avenue across the city, a scheme for regular and systematic park work in connection with it has been undertaken. Both ends of the great sweeping boulevard would be at the entrances to great parks, and midway of the arc, where West Congress street would cut it, has been planned another people's playground, and one larger than any now existing in Chicago.

The park planned at the southern end of the curved boulevard would include the mile square bounded by Western and Kedzie avenues from Garfield boulevard to Sixty-third street, besides some 150 acres northeast of that square. The park at the West Congress street intersection of the arc is planned as of a width measuring from Taylor street to Monroe street, and to reach from about Fiftieth avenue to Sixty-sixth avenue or about two miles. Such a park would be of over 1,000 acres. The park at the northern end of the curving boulevard would extend from North Western avenue west to about Whipple street, or three-quarters of a mile. Its western border would run from Addison street north to Lawrence avenue, a mile and a half. Its eastern border would run north on North Western avenue from Byron street, two blocks south of Irving Park boulevard, to Lawrence avenue, a mile and a quarter. There would be added, to complete the plan for this park, about forty acres lying east of North Western avenue and as far as Irving avenue, extending from Byron street to Cullom avenue.

These great parks, thus made easy for all Chicagoans to reach, would be laid out and improved after the manner our present west side parks have been beautified. They would complete the street and park plan necessary to the good order, good health, progress and wealth of Chicago when it shall be a city of ten or fifteen millions of people.

Building a Civic Center.



CHICAGO is held by leading architects and experts in city planning to have advantages for greatness superior to any city anywhere in the world.

Let us look at the facts briefly so we may see and appreciate the chance our city has to accomplish almost without effort and with comparatively small expense, that which cities the world over are struggling to do, that is, to unite all their governmental forces in one center.

It has been said that Congress street has been selected as the central east and west street of the Plan of Chicago. This is for many practical reasons.

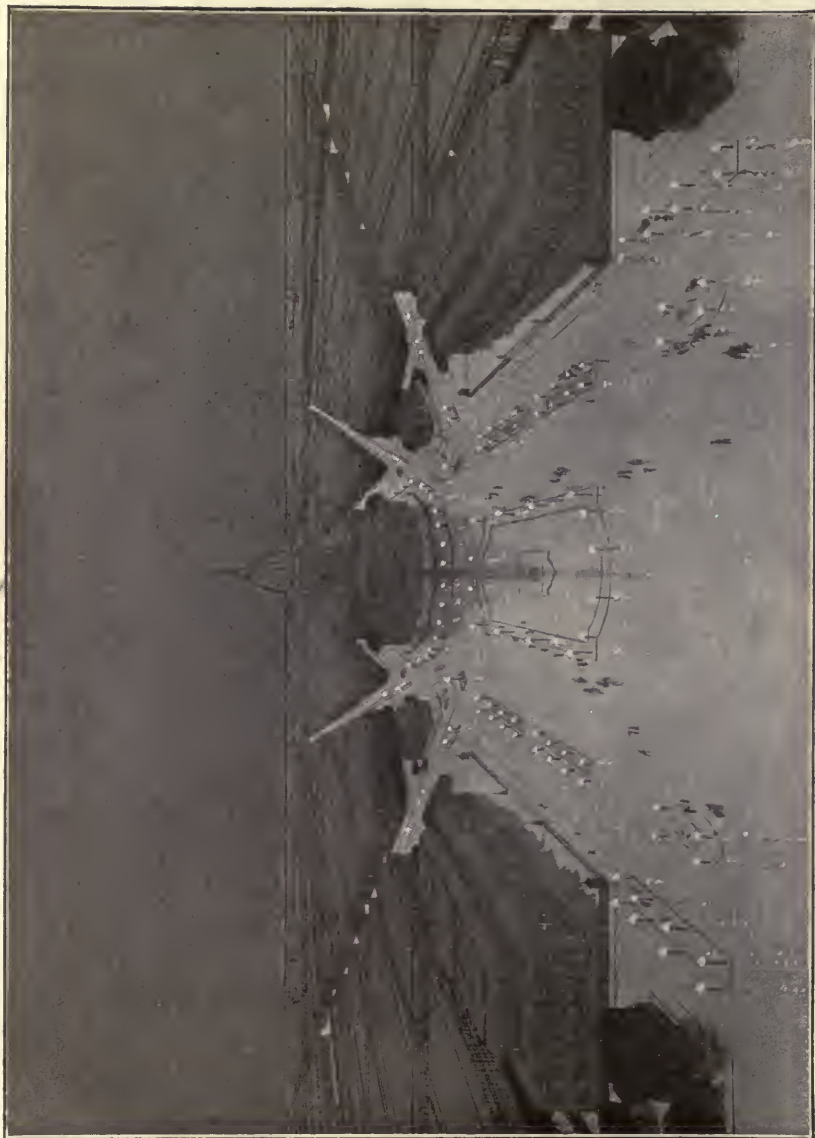
We have seen how the density of population of Chicago is constantly moving to the southwest. In that direction, then, lies the future true center of our city.

Now, why was Congress street chosen as the thoroughfare to be made a great avenue leading into the heart of the west side?

Looking at the facts today, we find that Congress street is substantially in the business center of Chicago. It is equally distant from Washington and Twelfth streets, and from Twenty-second street and Chicago avenue, which four streets are important parts of the great city plan and the natural plan for the harbor of the future Chicago.

You will remember that the harbor proper lies between Twelfth and Washington streets, which are to be extended into the lake, under the plan, to land-lock the central harbor. You will remember, too, that the great piers to mark the entrance to the harbor and to provide lake parks for future Chicagoans are to jut out from Chicago avenue and from Twenty-second street.

Congress street is equally distant, too, from the two great east and west railway rights-of-way at Kinzie street on the north and Sixteenth street on the south.



CHICAGO. View, looking west, of the proposed civic center, plaza and buildings, showing it as the center of the system of arteries of circulation and of the surrounding country.
From a painting for the Commercial Club by Jules Guerlin.
(Copyrighted by the Commercial Club of Chicago.)

Economy dictates the selection of Congress street because it is now a street of disconnected character. The buildings throughout the district it is proposed to widen are comparatively inexpensive, too. Also if we were to widen another street we would have to destroy two frontages to obtain sufficient width, while the opening of Congress street can be done by taking only one frontage.

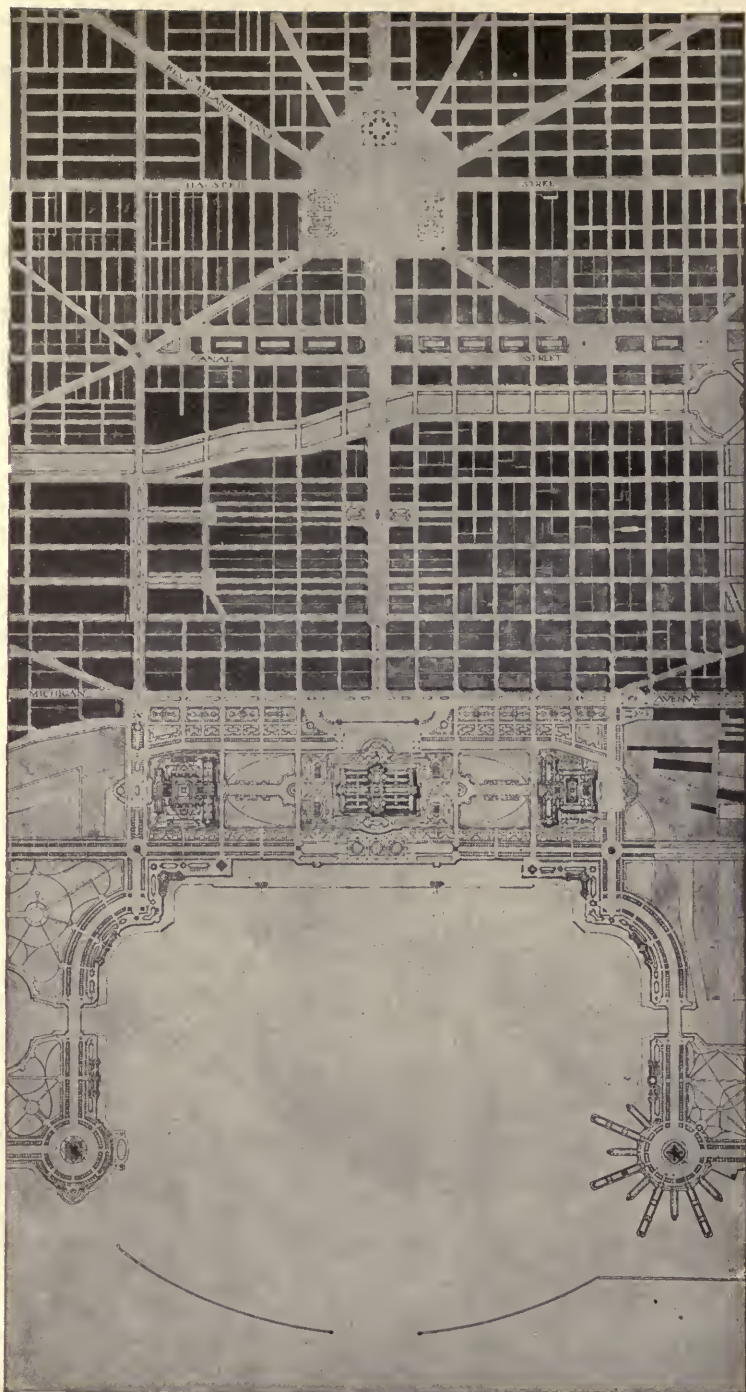
Again, to open Congress street means combining its usefulness with that of Van Buren street on the north and Harrison street on the south.

More reason for the choice can be found in the fact that Congress street terminates practically at the center of Grant Park at the lake front, a point of beauty in the arrangement of such a highway that must not be overlooked.

The new Congress street would be widened from Wabash avenue to Canal street, with a greater width from that point to the civic center at Halsted street. It would be built up as a highly adorned thoroughfare, with theatres, semi-public buildings and great retail shops.

Picture this great street, with separate divisions for its different classes of traffic, running westward from the lake. Imagine that from its center arises a great bronze dome, hundreds of feet into the air. Fancy this impressive dome, plainly viewed by a million people daily traveling on the ten broad streets approaching this center, thus always telling Chicago's millions and Chicago's guests of the dignity and importance of our great city. If you can do this, you can get a faint foretaste of the civic center as Chicago can realize it in her future days.

In detail, the civic center planned at Halsted and Congress streets can be described as a move to assemble at that place the great buildings of the City of Chicago, Cook County and the United States government. These buildings, it is felt by the architects, should be constructed as a group. Each should be made part of a plan, and the plan should be carried out to produce in the buildings, when erected, the most beautiful, impressive and perfect architectural effect possible.



CHICAGO. The business center of the city within the first circuit boulevard, showing the proposed grand east-and-west axis and its relation to Grant Park and the yacht harbor; the railway terminals schemes on the south and west sides, and the Civic Center.

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It is the united opinion of all who have studied the matter, that the municipal buildings should be the largest in the group proposed. They also should occupy the center of the scene, with the federal and county buildings in smaller groups at each side of the Congress street axis.

The plan, as drawn, provides for opening a space covering perhaps four blocks east of Halsted street, that is, the space from Jefferson to Halsted street between West Harrison and West Van Buren streets, or a larger space if necessary, and arranging to group the county building on one side of Congress street, with the federal building on the other.

The plan further provides for opening up a great triangle west of Halsted street, with its greatest side on that thoroughfare. The peak of the triangle would be, perhaps, two blocks west of Halsted street in Congress street. Within the triangle would be erected the city buildings,—monumental structures exceeding in impressiveness those of any other city in the country and perhaps in the world.

The land necessary for this improvement, which would provide a group of buildings carrying Chicago's fame around the world, could be secured at a cost not too large to be assumed by so great a city as our Chicago, and very much cheaper in cost than in other localities close to the present business center and not so desirable for the purpose.

Into the spacious civic center as laid out, all the wide thoroughfares, including the new-made streets centering there, would empty their crowds. The great dome of the city hall would be visible for miles in any direction. It would form the finest monument ever built, probably, at the junction of any group of streets in the world. It would be perpetual, stand forever, and for all time anchor Chicago's center. It would form an ideal nucleus about which to build the future greatest city of the world.

That such a center is a real need of the city today, and that steps ought to be taken to provide it, we can all see. The federal building of Chicago, as is well known, has never from the day it was opened been large enough to

Chicago Ave.

Washington
St.

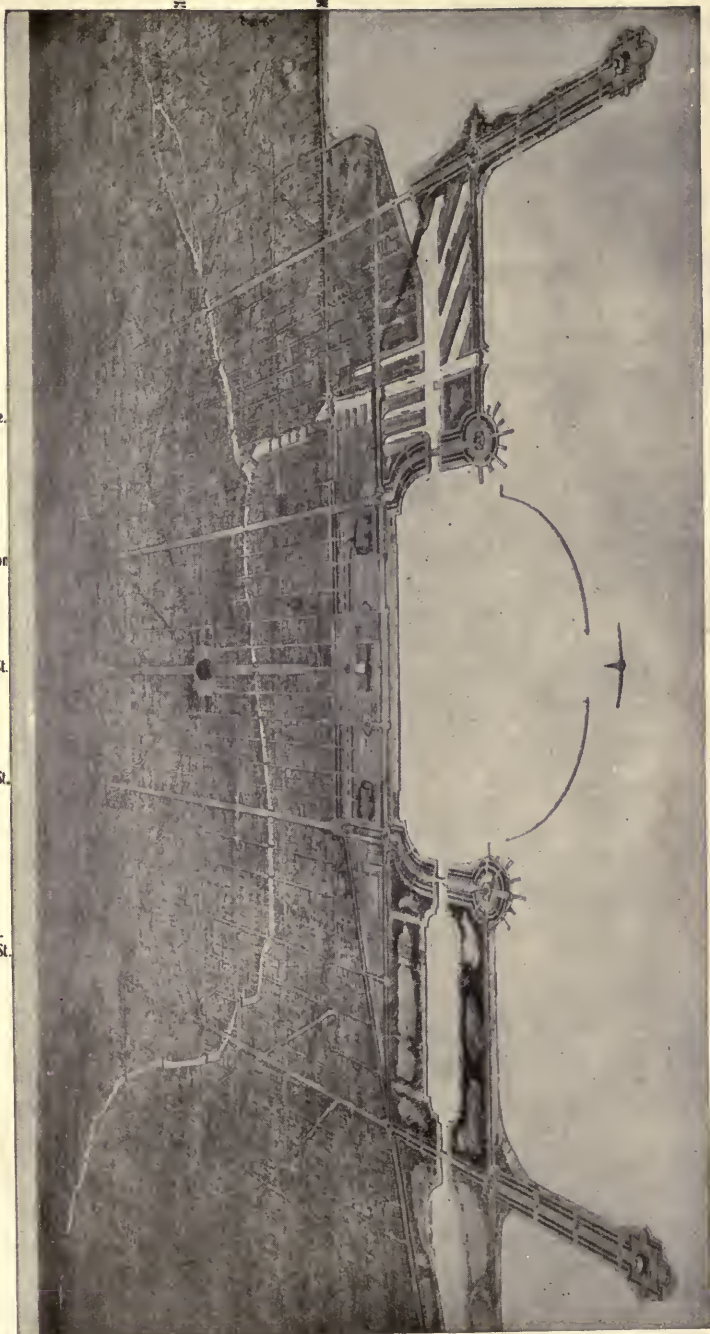
Congress St.

Twelfth St.

Twenty-
Second St.

Madison St.

Michigan Ave.



CHICAGO. View looking west over the city, showing the proposed civic center, the grand axis, Grant Park and the harbor.

From a painting for the Commercial Club by Jules Guerlin.

(Copyrighted by the Commercial Club of Chicago.)

house the government departments in Chicago. Growth of the city during the last ten years has made it hopelessly small for the purposes intended. Like the city and county buildings, it is too small, and like them, too, will have to be replaced within a very few years. When this time comes Chicago ought to be ready to gather its great public buildings together at this logical business and geographical center.

The Cost—How to Divide It.



WHEN the Mayor of Chicago created the Chicago Plan Commission he sent that body the plans as drawn by Architect Daniel H. Burnham, saying that it could be taken as a suggestion for beginning the work of orderly construction for the city. Since then eighteen months have passed, and the ablest business and scientific minds of Chicago have studied the plan. It has been examined from every angle. Its sharpest critics have been unable to point to a serious defect in it.

The result of this eighteen months of trial by fire of the Plan of Chicago has been to set the minds of the men who know most about the plan in a determination that Chicago must and shall carry out the plan as it has been laid down for them. We may well say, in that case, that we all will see it the same way and want the Plan of Chicago carried out. **PUBLIC SENTIMENT IN CHICAGO SHOULD DEMAND THAT THE PLAN AS IT EXISTS BE ADOPTED AS THE OFFICIAL PLAN OF CHICAGO.** The sooner that is done the more quickly will any portion of the plan be realized by building to it in the making of necessary public improvements that are bound to be inaugurated from this time on through the coming years.

What, then, is the next step for us?

What will it cost?

How will it be paid for?

To decide these questions, we must set down just what the plan provides for us, as the people of Chicago, to do. These six things:

First, to improve the lake front.

Second, to create and bind together a system of highways outside of the city.

Third, to improve the railway terminals and develop a better way to handle Chicago's freight and passenger business.

Fourth, to acquire an outer park system and to build a system of parkway circuits.

Fifth, to so arrange the streets within the city as to make it easier to go from one part of Chicago to any other part, and to end congestion in the central business district.

Sixth, to develop a great center of civic government, and erect there great monumental buildings typifying the spirit of Chicago and inspiring the city's people to a deeper civic patriotism.

Of course, it looks to us at first sight as if it is beyond our power to pay for these things. As a fact, though, if we citizens of Chicago decide we want the plan carried out it can be done without increasing our city expenses very much. Few of us know that in fact the assessed value of real estate in our city in the last ten years is greater than the entire cost of putting the plan in operation.

Besides that, we have in our city of Chicago a great growing institution, creating wealth faster than mines can produce it. Our growth alone furnishes a basis for bond issues greater than the entire cost of the plan. And, too, the changes will lead to increasing the city's growth in wealth, so that we plainly have a way to do the work if we want to.

It may be necessary for us to have new laws passed at Springfield to give Chicago an equal chance in financing her city building with her sister cities engaged in such work. Clearly, we may have such new laws if we will ask for them. Now let us go on, counting the cost of each step and seeing how it is to be paid:

New York is adding to Governor's Island made ground from city refuse, one mile by one-half mile in area.

To improve our lake front will cost next to nothing,—indeed it can be done at a saving on what we are spending today. We have a million cubic yards of waste material every year. It can be dumped on the lake front cheaper than any place else. Dumped there, it will build up from twenty-seven to thirty-three acres of land every year, and so we can produce the parkways and islands, leaving only the

breakwaters and bridges to be built. In thirty years Chicago's waste would supply all the material for the islands between Grant and Jackson parks, giving us a yacht harbor and a center for boating rivaling the famed course at Henley on Thames, the greatest water pleasure course on earth.

Long before the end of thirty years, however, the amount of filling seeking the lake front will be vastly increased. The dirt to be disposed of from subway building will go far toward completing the lake shore parks, and the entire lake front, from Wilmette to the Indiana state line, can within the lives of most of us be made a great, beautiful public playground, a refuge from summer heat and a place for winter sports. We should not forget that this new park to be created from the city's refuse will always belong to the people.

To have the roads outside Chicago for a distance of sixty miles improved, as are those about the great cities in Europe, can be done very cheaply. Ninety-five per cent of the necessary roads now exist. Townships will be asked and will, no doubt, readily co-operate in opening up the remaining five per cent. To widen and straighten those few roads needing that treatment, to plant trees along them for beauty and shade, and to macadamize them, is a work of apparent ease. We do not need to worry about that.

Next we turn to the improvement of the railway terminals. While this move is of great importance to us all, we must remember that when it is undertaken we will not be called upon to pay for the work. It will be a railroad enterprise, undertaken for and carried out by the railroad companies, which will unite in paying for it.

While we are thinking of this railroad move, we must determine that Chicago ought to aid, assist and co-operate with the railways in the changes, for Chicago's future as a shipping and factory center depends upon it. It is the cost per ton of handling freight into and out of Chicago that measures our city's commercial prosperity. The cheaper it can be done, the bigger and more wealthy will Chicago become.

That the street railway companies will carry out their

part of the traction plan is already assured. In fact, work has already been done by them to that end.

Thus we are brought down to the three propositions of the outer parks, the streets and parks within the city and the civic center. The additional parks provided for in the Plan of Chicago are extensive, and rightly so when we consider the growth and coming size of our city. Fifty years ago, before population had become dense in parts of the city, people could live without parks. It is not so today. We today hold the promotion of health of mind and body a necessary public duty, that our city may have a higher degree of good citizenship, which, after all, is the first object of good city planning.

The extensive woodland outer parks proposed, with the new city parks covering an area of sixty thousand acres, means a considerable investment. It would put Chicago almost on a level with Berlin in parks. The German capital has seventy-five thousand acres of parks, including one park of nine thousand acres, no farther removed from the center of the city than our Washington Park, while Chicago's present park area is only thirty-two hundred acres.

Experts say the outer park system can be completed within ten years. We can arrange by bond issues to defer paying for the land taken, thus making the coming generations, which will enjoy the parks, assist in paying for them.

The plan for new streets, as laid out, is the most costly feature of the Plan of Chicago. But it will be found in Chicago, as in other cities, that such work brings about great increases in property values, caused by increased convenience and attractiveness. The cost will be many millions of dollars, but miles and miles of new street frontages, all of great commercial value, will be created. Sites worth millions for the growing retail business of the city will result.

Other cities have faced the situation Chicago faces today. They have had crowded, narrow, insufficient streets. They have tried for years to avoid cutting new ones. They have delayed, lost millions upon millions in trade, inconvenienced their own people for decades, and finally been forced to do,

at a cost multiplied many times, that which they fought to avoid. So it will be with Chicago. Unless the street changes are decided upon now, and the work started, Chicago will finally have to make them at a staggering expense. The work done, the result will be steady growth and prosperity for all in Chicago. Such prosperity Chicago can not have unless it becomes a convenient and pleasant place in which to live.

To create the civic center is a work which must be done at general expense to the city. We ought to secure the land at once, while values at the point proposed are reasonable. We can treat the land, at first, as park space. And as the city, county and federal governments outgrow their present places their buildings can be erected for them at the new center as they are needed. Each building, then, will be part of a complete and beautiful building scheme.

Adoption of this plan means the saving of a very large sum in the purchase of building sites for public uses in the future. This development is of special importance to the west side territory, as it will provide an impetus toward higher civic standards there, as well as throughout the city. The civic center would benefit every part of the city; it should be paid for by the entire community.

Capitalizing the Chicago Spirit.

IT HAS been said a million times or more that Chicago is the wonder of the world. It is true. The world does not marvel at Chicago's wealth. Her people are not plutocrats—her millionaires are few. The marvel is not at her size. Nature gave us the location that under the touch of modern commerce produced the great city. It is not Chicago's growth that amazes. That growth naturally accompanied industry.

It is Chicago's spirit which grips the world's attention. It is the striving, reaching, living, throbbing, determined spirit of Chicago's people that rivets the world's gaze. It is the I-CAN-IF-I-WILL, undying desire to excel that spells Chicago's greatness.

The realization of the Chicago Plan simply means the capitalization of Chicago's civic pride, so inoculated in each of us.

No city in America—perhaps none in the world—has the love and devotion of its people that Chicago has.

No people of any city will labor so hard or sacrifice so much for their city as will the people of Chicago.

It is this civic patriotism—almost as strong as our love of country—that has carried the name of Chicago in admiration around the globe.

Four times within a short history of seventy-five years have we of Chicago proven to the world this soul-stirring devotion to our city. Four times, by harnessing the energy of every Chicagoan, 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 she WANTS done WILL be done.

Sixty years ago, before the days of great engineering feats, Chicago's mettle was first proven and the Chicago spirit first invoked. It became apparent that to secure proper drainage the street levels of the entire city would have to be raised. It was a tremendous task, for it meant

raising all the streets and most of the buildings from the river to Twelfth street, and also on the north and west sides of the city. The people of Chicago did it, amazing the nation, for the work at that day was much greater than to carry out the entire Plan of Chicago would be today.

The second great work was done fifty years ago, when Chicago undertook to acquire and improve a chain of parks extending around the city. This was done, at the time, not because the city needed the parks for use, but because its people wanted to make Chicago attractive. These parks were taken, and paid for, and never was the load burdensome for the then small city.

Later came the need for purifying the waters of Lake Michigan and Chicago again arose and put \$60,000,000 and years of work into the task of digging the drainage canal.

Still later came the World's Fair, and there Chicago accomplished a work never surpassed either in scope or architectural beauty. To spend over \$20,000,000 in grounds and buildings, as Chicago did for that project, was a surpassing feat of civic spirit for those days.

While it is a healthful condition to like to enjoy the fruits of labors well accomplished, we should safeguard against the besetting fault of resting in content on past achievements while hugging to ourselves self-appreciation for big things done. It is right to enjoy in a reasonable way the blessings that have come with our great natural heritage and as a result of our interdependence one upon the other, while not forgetting at all times to look the facts squarely in the face.


It is a fact that Chicago in the matter of city building is a mere pygmy. It is not in the nature of the average Chicagoan to be long content to remain at the bottom of the list of the world's cities in recognizing the need for and carrying out plans for adequate public improvements creating conditions conducive to comfort, convenience, good health and general contentment.

The passing of the World's Fair, twenty years ago, witnessed the last of the great works done under the impulse

of the Chicago spirit—works which had proven our people ready to take up large schemes for public improvements. Now is the time for the NEXT great step—THE OFFICIAL ADOPTION OF THE PLAN OF CHICAGO.

The cost of carrying out the Plan of Chicago will not stop the people when the Chicago spirit is again aroused. Our people are bent on betterments. The people of Chicago during the twenty-five years ending with 1906 have spent more than \$220,000,000 in permanent improvements, but our misfortune lies in the fact that we have builded haphazardly and without a plan. If we had had a plan toward which to work the results accomplished would have been vastly greater. We should not be dismayed at the cost, then, and less than ever when we know that the people of Paris numbered only a little over half a million souls, and had nowhere near so sure a commercial future as Chicago's today, when they began work on a street improvement plan involving over \$260,000,000 and carried it to completion in fifty-seven years. No sooner was this gigantic task finished than the city of Paris appropriated an additional \$181,000,000 for still greater improvements requiring fifteen years to complete. These great expenditures on the part of the people of the French metropolis are indicative of the great thrift and wisdom of that people. It is known the world over that the French people are not extravagant; on the contrary, France is the most frugal nation in the world.

How Other Great Cities are Building.

 ERHAPS the best guide for humanity in all its progress lies in observing the experience of others, studying the mistakes others have made, and analyzing the causes which led to failure on the one hand and brought success upon the other. This principle has been absorbed by Chicago, and in the work of city planning the deepest and most careful study has been given to the struggle for better conditions in every great old-world center.

London, Paris, Berlin, Rome, Vienna, Venice, Hamburg, Dresden, Budapest—all the great cities of Europe, have been studied as through a microscope. The elements making for wealth in each have been adopted for Chicago, the elements of weakness of each have been classified that Chicago may avoid the difficulties that have hampered and prevented development of cities abroad.

Besides this great task, there has been completed in Chicago's behalf a critical study of all the great American cities which are working to self-development under conditions of good order, cleanliness, and wealth-producing power.

The great public projects for improvement of New York, Philadelphia, Baltimore, Boston, Washington, Cleveland, St. Paul, Minneapolis, St. Louis, Kansas City, San Francisco, Seattle and Portland have been examined with infinite pains that Chicago might draw to herself all the good ideas of her wide-awake, ingenious, and ambitious American sisters.

In the arduous task of preparing for the launching of the Plan of Chicago the experts entrusted with the work went back to the dawn of civilization as expressed in the orderly founding of cities. They noted the springing up of Rome in disorder and squalor, with narrow streets

crowded to the utmost until her great emperors, by wholesale destruction of buildings at a cost of millions, opened the city to the sunlight and through a succession of sovereignties built the magnificent Eternal City which even in the decay of centuries exists as one of the marvels of human effort.

The greatest value gained for Chicago by the study of city history has been, of course, in the experiences of modern cities. No review of facts, perhaps, points a better moral for Chicago today, than a recital of the action of the far-seeing, prudent and economical French people in the building of Paris, contrasted with the policy of the slow and unimaginative Briton in the development of London.



THE TRANSFORMATION OF PARIS UNDER HAUSSMANN.

Plan showing the portion executed from 1854 to 1889. The new boulevards and streets are shown in heavy black lines.

(Copyrighted by the Commercial Club of Chicago.)

PARIS—The first real planning for a city had its origin in Paris under Louis XIV, about 1700 A. D. In various commercial aspects Paris is a great deal like Chicago, being built upon a fertile plain extending indefinitely back from the Seine as the plain of Chicago extends from Lake Michi-

gan. The cities are alike, too, in their great supply of building material, as well as in the breadth of landscape.

Paris in the day of Louis XIV was a crowded, congested city, but the architects selected by the great French king foresaw the development of the splendid city now existing. They therefore went outside the walls of the compact city, and laid out the plans upon which Paris has been builded. The Madeleine, the Place de la Concorde, the great axial avenue from the garden of the Tuileries to the Place de L'Etoile,—all existed on paper decades before they were finally realized in the building of the city.

The lesson for Chicago in this is that, as Paris increased in size, it grew according to a well-devised and symmetrical plan; and that the greater portion of the convenience, impressiveness and beauty of modern Paris was attained at no money cost whatever. Good sense and foresight made up the only price paid. It remains only to point out that Chicago has a similar opportunity today, and to show its citizens wherein that opportunity can be grasped.

Modern Paris is largely a creation from the mind of Georges Eugene Haussmann, who became prefect of the Seine in 1853 after successful work in other French cities. His work tended toward providing adequate circulation of traffic within the old city, effected by cutting new streets and widening old ones, by sweeping away unwholesome rookeries and opening up great spaces to disengage monuments of beauty and historic interest. He grouped the railway stations about the center of the city, and opened up fine avenues of approach to them. He cut new streets wherever necessary, taking special care to create diagonal thoroughfares to shorten distances for all traffic. Haussman is acclaimed by all the world as the greatest city builder of all time.

The Plan of Chicago is a striking duplicate in many of its features of the lifework of Baron Haussmann. He worked to overcome for the people the intolerable conditions which arose from the rapid increase in population. The Chicago Plan has the same general aim. When Haussmann began, Paris had half a million population. He left Paris

working under a complete plan by which the city may be extended for a century without losing any of its convenience, healthfulness or other great metropolitan qualities. Haussmann's theory was that money thus spent made a better city, and that a better city was a greater producer of wealth. Experience has proven his theory right.

LONDON—Now let us consider the experience of London in proceeding, as Chicago has so far proceeded, without any definite plan of growth. London, after the great fire of 1666, had a greater opportunity to build a city of convenience, economy and wealth-producing and conserving capacity than ever was presented to Paris. And the occasion brought forth the man to bestow the great boon of good order upon the British capital in the person of Sir Christopher Wren, one of the world's greatest architects. Sir Christopher's plans contemplated a city with streets radiating from central points, with locations for public buildings at the end of long and pleasing vistas. These ideas, fixed on paper years before the French even conceived the plan of orderly development of Paris, were cast aside because of the perverse and stolid self-interest of some of the then citizens of London. The rebuilt London grew, haphazard, careless and contented, until the English people awoke in the latter half of the last century to find themselves facing expenditures of hundreds of millions of dollars to produce in their city the conditions necessary to the financial, physical and moral welfare of London's multitudes.

In 1855, under the spur of Baron Haussmann's activity in Paris, the Londoners began to attempt to repair the errors of their city's past. To secure a small part of that which Paris had secured for nothing but exercise of foresight they have undertaken project after project. Up to 1900 they spent \$100,000,000 on these public works. Various commissions are at work on park and boulevard plans. London will spend millions upon millions of money. Among the projects decided upon is that of cutting through two great thoroughfares at a cost of \$125,000,000 for land damages alone.

London is creating a park system. The greatest experts in the United Kingdom, considering the condition of the

people of London, gauging with truth the moral future of London's people, considering scientifically their future physical needs, hold it essential to the city's future that thus she must relieve herself of the burden and pressure of her increasing millions of population if the city's civilization is to be maintained.

To create her parks London must acquire land which has quadrupled in value within thirty years. London is widening and straightening her streets. To do it she is appropriating frontage that costs twice as much as it would have cost a few years ago. London must do these things regardless of the money cost, agree the learned men, the publicists and the merchants of the world's greatest city, or by congestion of her streets and building area be halted in her growth and progress, and eventually forced to decay and degeneracy.

WASHINGTON—In America the best example of a well-planned city lies in our national capital—Washington. That city illustrates for us the success of wise provision for the future of a city. Washington was planned and founded as the capital of our nation, and it is of great sentimental interest to us today that the immortal Washington himself had a large part in laying the plan which has made Washington a city of surpassing convenience and beauty.

Under the direction of President Washington, and under his supervision, Peter Charles L'Enfant, a young French engineer, deliberately drew the plan of an entirely new capital city designed to accommodate a population one-third greater than that of Paris of that date. Upon a rectilinear street system L'Enfant imposed a system of diagonal avenues of stately width converging upon focal points designed as the location of important public buildings, statues or monuments commemorating historic events.

This magnificent plan, designed for an area which then consisted of wide swamps and wooded hills, became the laughing-stock alike of foreign traveler and American citizen. But fortunately the plans were laid deep, the lands necessary for avenues, streets and parks were donated, and although the development of the city for three-quarters of

a century was slow, we have today as result of the planning a stately and beautiful city instead of a straggling and ill-kept one. Washington has outgrown its original plan, but its spirit was maintained, and today works to cost nearly \$50,000,000 are in progress and strengthening the general scheme of L'Enfant.

CLEVELAND was one of the first cities to feel the effect of the new American impulse for city planning. A few years ago that commercial city, taking advantage of the fact that a new Federal building, city hall and public library were to be built at the same time, prepared a group-plan for the structures, with appropriate landscape settings. Thus a work involving \$14,000,000 for public purposes is being done according to a carefully worked out plan, and besides this, the railways are joining in the plan work for an expenditure of from \$3,000,000 to \$5,000,000 for stations and appurtenances.

BOSTON has developed the most extensive park system in America, at a cost of \$33,000,000, and is creating on the Charles River a tidal basin which bids fair to rival any similar work in Europe. A state commission is working on a means of relieving congestion in Boston.

NEW YORK is busy with many improvements.

BALTIMORE is using the opportunity presented by a great fire to straighten her streets.

ST. LOUIS is struggling on a city plan involving the grouping of her municipal buildings and the creation of an outer and inner park system.

SAN FRANCISCO'S rebuilding after the earthquake and fire of 1906 has been after a plan seeking to promote convenience and good order.

PHILADELPHIA is cutting a great parkway from Logan Square to Fairmount Park and planning the grouping of her public buildings.

MINNEAPOLIS and ST. PAUL are joining in a great work of civic improvement and the creation of parkways.

MANILA—Even in the far away Philippines the American city-planning activity is exerting itself in opening up Manila to new conditions and in looking to creating a new Washington on the hills of Baguio, where a new summer capital is planned.

CHICAGO—In this great forward urge for orderly development of American cities, therefore, it is not to be expected that Chicago, with her proud record of achievement, will stand still in the presence of her opportunities. The movement for better civic conditions is on throughout the world. The stirrings of the new impulse will not die out without accomplishment of the possibilities that lie before Chicago. The history of cities, both ancient and modern, has taught Chicago that its way to continued greatness and increased prosperity lies in making the city convenient and healthful for the ever-increasing numbers of its citizens.

Chicago has learned that the orderly arrangement of fine buildings and monuments brings wealth and fame to the city. Chicago's problem then has become that of making the best use of its central location and its resources which have already served to draw together millions of people, and are clearly destined, inasmuch as forty million Americans now live within twenty hours of Chicago, to make the city America's greatest center of trade and residence. Chicago's greatest duty is to plan now for that present development which promotes present content and insures permanence to its future.

All social and charity workers, all philanthropists, all those who extend a helping hand to the unfortunate ones to elevate the downtrodden and to bring a ray of sunshine into the homes of those whose lives are dark and dreary should fall in line behind this plan and assist, in every way possible, to crystallize in its favor a public opinion so strong as to force the authorities to act. For the following reasons:

First: The Chicago Plan is basic and is an indispensable permanent foundation for an orderly arrangement of

the future growth of our city along lines dictated by the natural conditions surrounding us.

Second: A scientifically and carefully worked out Plan should not be changed in its essentials. It is obvious, that hygienic measures must keep pace with advanced knowledge resulting from scientific research, and upon this foundation then we can build further by the adoption of such hygienic and philanthropic measures as our changing conditions may demand, from time to time, and as scientific research along these lines and our constantly advancing knowledge of human nature and human needs may prescribe.

Third: It is a plan for the whole people and particularly for those who cannot afford to go elsewhere in search of recreation.

Fourth: It will reclaim for the people the shores of our beautiful Lake Michigan, will give them more convenient and more direct transportation and will, in short, make our city more healthful, more comfortable and more attractive.

Fifth: This Plan concerns itself with the re-arrangement of streets, arteries of traffic, where that is demanded by intolerable conditions of congestion or inconvenience, all important, because congested districts are the hotbeds of vice, sickness and misery.

Sixth: It lays down, along proper lines, a Plan for the growth of the city, its park areas, small parks, playgrounds, bathing beaches, recreation piers and boulevards.

Seventh: The Chicago Plan Commission believes, as do all advanced social and charity workers, that the inauguration of hygienic measure or measures for the amelioration of living conditions of our people, should be left to experts for study and recommendation and to the proper authorities for execution.

Eighth: The Commission also believes that such meritorious questions as the proper regulation of tenements and housing of the poor are, in themselves, important enough

to demand special consideration as separate and distinct measures and that the adoption of a plan for the City of Chicago, as outlined, will in no way conflict with such worthy and necessary measures of relief. On the contrary the execution of the Plan will mean more and better air, better light and more breathing places and places of recreation, all of which are so conducive to better health, better physical development and a higher tone of morals, to the teeming masses now congregated within the limits of Chicago.

A large, elegant handwritten signature in cursive script, reading "Chas. H. Dacker". The letters are fluid and connected, with a prominent flourish at the end of the word "Dacker".

CHAIRMAN.

A large, bold handwritten signature in cursive script, reading "M. J. Mahony". The signature is characterized by thick, sweeping strokes and a horizontal line drawn across the middle of the name.

MANAGING DIRECTOR.

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16th and Rockwell Sts.
- CARR, PATRICK J. ALD.,
3521 S. Western Av.
- CARRY, EDWARD F.
419 Railway Exchange Bldg.
- CERMAK, A. J. ALD.,
2532 S. Trumbull Av.
- CERVENKA, JOHN A.
26th St. and Albany Av.
- CHAMBERLIN, HENRY BARRETT
312 Record-Herald Bldg.
- CHAP, IGNATIUS
555 W. 31st St.
- CHRISTENSEN, E. C.
1105 W. Erie St.
- CLARKSON, RALPH
410 S. Michigan Av.
- CLETTENBERG, BERNARD F. ALD.,
15 S. La Salle St.
- CLOIDT, FRANK X.
29 S. La Salle St.
- CLOW, WILLIAM E.
Harrison and Franklin Sts.
- COBE, IRA M.
69 W. Washington St.
- COHEN, EDWARD
9206 Commercial Av.
- COLLINS, M. J.
1027 Railway Exchange Bld.
- CONOVER, CHARLES H.
State St. Bridge
- CONNERY, J. T.
505 Old Colony Bldg.
- CONROY, JOHN J.
5511 Center Av.
- CONWAY, EDWIN S.
304 S. Wabash Av.

COONLEY, HENRY E.
 82 W. Washington St.
 COUGHLIN, JOHN J. ALD.,
 17 N. La Salle St.
 CRIMMINS, D. J. REV.
 3210 Union Av.
 CROWE, ALBERT J.
 513 Chamber of Commerce.
 CULLERTON, EDWARD F. ALD.,
 510 Reaper Block.
 CUNEO, LAWRENCE
 1350 La Salle Av.
 DASSO, PAUL
 222 N. State St.
 DAVIS, ABEL
 Court House.
 DAWES, CHARLES G.
 125 W. Monroe St.
 DEFREES, JOSEPH H.
 Hotel Windermere.
 DELANO, FREDERIC A.
 515 Western Union Bldg.
 DERING, JACKSON K.
 835 Old Colony Bldg.
 DERPA, JOHN S. ALD.,
 9050 Commercial Av.
 DE STEFANO, G. S.
 640 S. Clark St.
 DIBELKA, JAMES B.
 2022 S. 40th Av.
 DIXON, GEORGE W.
 425 S. 5th Av.
 DONNELLEY, THOMAS E.
 731 Plymouth Court
 DOWNEY, JOSEPH
 30 N. La Salle St.
 DUNBAR, THOMAS
 820 Pullman Bldg.
 DUNNE, EDWARD F.
 3127 Beacon St.
 DWEN, ROBERT G.
 3736 Ellis Av.
 ECKHART, BERNARD A.
 1308-1333 Carroll Av.
 ECKHART, JOHN W.
 311 Carpenter St.
 EGAN, DENNIS J. ALD.,
 654 W. 18th St.
 ERICSON, JOHN E.
 City Engineer,
 City Hall.
 EWEN, JOHN M.
 525 Rookery Bldg.
 FARLEY, EDWARD P.
 1220 Michigan Av.
 FARR, MARVIN A.
 849 Marquette Bldg.
 FARWELL, JOHN V.
 102 S. Market St.
 FIELD, E. C.
 Republic Bldg.
 FIELD, STANLEY
 219 W. Adams St.
 FINN, JOHN C.
 9464 Cottage Grove Av.
 FINUCANE, THOMAS J.
 2912 Loomis St.
 FITZMORRIS, CHARLES C.
 Private Secretary to the
 Mayor, City Hall
 FISHER, ALBERT J. ALD.,
 219 W. 72nd St.
 FISHER, WALTER L.
 55-35 N. Dearborn St.
 FOELL, CHARLES M. ALD.,
 803 Straus Bldg.
 FOREMAN, EDWIN G.
 30 N. La Salle St.
 FOREMAN, HENRY G.
 President Board of South Park
 Commissioners, 402-42 N.
 Dearborn St.
 FORGAN, DAVID R.
 Care National City Bank.
 FORGAN, JAMES B.
 First National Bank.
 FORSBERG, CHARLES J. ALD.,
 4944 W. Huron St.
 FOWLER, W. A.
 343 S. Dearborn St.
 FREEMAN, THEO.
 527 Barry Av.
 FREUND, LOUIS P.
 1656 Garfield Bl.
 GALLAGHER, THOMAS
 921 W. Madison St.
 GARIBALDI, JOHN G.
 1 W. South Water St.
 GEIGER, ELLIS, ALD.,
 111 E. Ohio St.
 GETZ, GEO. F.
 1560 Old Colony Bldg.
 GILLIAN, JOHN C. REV.
 2542 Wallace St.
 GLACKIN, EDWARD J.
 618 S. Morgan St.
 GLESSNER, J. J.
 606 S. Michigan Av.
 GOETZ, FRITZ
 Clybourn Av. and Willow.
 GORDON, FRANCIS REV.
 1813 N. Wood St.
 GRAHAM, ANDREW J.
 661 W. Madison St.
 GRAY, W. A.
 430 Orleans St.
 GRIESEMER, CHARLES J.
 Care J. V. Farwell Co.,
 102 S. Market St.
 GRUND, CHARLES H.
 3511 Archer Av.
 GUNTHER, DR. FRANK E.
 1801 35th St.
 HAER, HENRY
 423 W. 24th St.
 HAGEY, DR. HARRY H.
 4500 Emerald Av.
 HALL, RICHARD C.
 500 S. Franklin St.
 HARDING, GEORGE F. JR., ALD.,
 164 W. Washington
 HARPER, DR. W. E.
 3441 Michigan Av.
 HARRISON, HON. CARTER H.
 607 Rush St.
 HARTKE, EMIL A.
 301 W. 47th St.
 HAUGAN, HENRY A.
 State Bank of Chicago.
 HEBEL, OSCAR
 1102 Schiller Bldg.

HECHINGER, C. E.
 1106 Frank St.
 HEISER, A. C.
 3535 Archer Av.
 HERLIHY, DANIEL
 2743 N. Albany Av.
 HERTZ, HENRY L.
 426 Federal Bldg.
 HILL, FREDERICK A.
 5640 W. Lake St., Austin Sta.
 HILL, JOHN W.
 1463 Monadnock Blk.
 HINES, EDWARD
 2431 S. Lincoln St.
 HOLABIRD, WILLIAM
 1618 Monadnock Blk.
 HOLMES, MARSHALL F.
 620 W. stern Union Bldg.
 HOLSLAG, EDWARD J.
 1420 Michigan Av.
 HOOKER, GEORGE E.
 City Club, 218 S. Clark St.
 HOPKINS, JOHN P.
 20 W. Jackson Bl.
 HOTTINGER, OTTO G.
 801 Milwaukee Av.
 HRODEJ, JOS. T.
 1352 S. 40th Av.
 HULBURD, CHARLES H.
 10 S. Wabash Av.
 HULTIN, N. H.
 317 N. Clark St.
 HUNTER, THOS. M.
 City Hall
 HUTCHINSON, CHARLES L.
 Corn Exchange Nat. Bank.
 HYLDAIL, JENS N. ALD.,
 2448 North Monticello Av.
 JACKSON, GEORGE W.
 754 Jackson Bl.
 JANISZESKI, FRANK H.
 179 W. Washington St.
 JARECKI, EDMUND K. ALD.,
 1956 Armitage Av.
 JOHNSON, GEORGE E. Q.
 89 W. Randolph St.
 JOHNSON, NELS
 4401 W. North Av.
 JUDD, EDWARD S.
 42 N. Dearborn St.
 KASPAR, WILLIAM
 1900 Blue Island Av.
 KEARNS, JAMES A. ALD.,
 5510 Lafayette Av.
 KELLY, ED. A., REV.
 5521 Wentworth Av.
 KERFOOT, W. D.
 54 W. Washington St.
 KEYES, ROLLIN A.
 194 N. Wabash Av.
 KING, JOHN A.
 215 S. 5th Av.
 KLEIN, L.
 Halsted and 14th Sts.
 KOCH, FRANK J.
 2603 S. Halsted St.
 KOHLBECK, VAL., REV. O. S. B.
 1637 Allport St.
 KOHN, W. C., REV.
 3650 Honore St.
 KOLACEK, WILLIAM
 President West Park Board,
 1812 Blue Island Av.
 KOWALEWSKI, B. F.
 1259 W. 51st St.
 KRABOL, O. O.
 1740 N. Maplewood Av.
 KRUEGER, WILLIAM F.
 2176 Canalport Av.
 KRULEWITCH, ERNEST
 740 Maxwell St.
 KRUMHOLZ, AUGUST ALD.,
 1662 Fullerton Av.
 KRUSE, FRED
 1523 Fullerton Av.
 KUNDE, ERNEST
 3324 W. 22d St.
 LA MARRE, JOSEPH V., REV.
 3836 S. California Av.
 LATHROP, BRYAN
 407 S. Dearborn St.
 LAUB, ALBERT
 2839 Union Av.
 LAWLEY, JAMES H. ALD.,
 1925 W. Chicago Av.
 LEGNER, WM. G.
 916 N. Paulina St.
 LEININGER, DR. GEO.
 1856 W. North Av.
 LE TOURNEUX, EDWARD D.
 New Era Bldg., Suite 315.
 LINCOLN, ROBERT T.
 Pullman Bldg.
 LIPPS, W. F. ALD.,
 2180 Wilson Av.
 LITTLER, H. E. ALD.,
 2505 N. Washtenaw Av.
 LITZINGER, EDWARD R.
 316 Ashland Blk.
 LONG, THEODORE K. ALD.,
 4823 Kimbark Av.
 LURYA, ISAAC
 755 Old Colony Bldg.
 LYNCH, JOHN A.
 Care Nat. Bank of the Re-
 public.
 MACCHESNEY, NATHAN WILLIAM
 30 N. La Salle St.
 MACVEAGH, FRANKLIN
 Treasury Department, Wash-
 ington, D. C.
 MAMEK, GEO.
 1724 Centre Av.
 MAMER, CHRISTOPHER
 501 Throop St.
 MANG, ALBERT G.
 125 W. Monroe St.
 MARK, CLAYTON
 2610 W. 25th Pl.
 MARSON, JOS. C.
 916 Milwaukee Av.
 MAXWELL, DAVID G.
 21st and Loomis Sts.
 MAYER, LEVY
 76 W. Monroe St.
 MAYPOLE, WM. T.
 2236 Washington Bl.
 MCCORMICK, HAROLD F.
 606 S. Michigan Av.

MCFATRICH, DR. J. B.
 President Board of Educa-
 tion, 153 N. Michigan Av.
 MCGANN, LAWRENCE E.
 Commissioner of Public
 Works, City Hall
 MCINERNEY, MICHAEL ALD.,
 4541 Lowe Av.
 MCCLAUGHLIN, JOHN J.
 9 S. La Salle St.
 MITCHELL, JNO. J.
 Illinois Trust & Savings
 Bank.
 MOODY, WALTER D.
 Room 314, Hotel La Salle
 MORAND, PAUL J.
 818 S. May St.
 MORTON, JOY
 717 Railway Exchange Bldg.
 MUELHOEFER, EDWARD
 1325 Clybourn Av.
 MUELLER, MATT A. ALD.,
 5017 S. Wood St.
 MUGLER, GEO. A.
 Union Park.
 NANCE, WILLIS O. ALD.,
 5213 Hibbard Av.
 NERING, JOHN
 324 S. La Salle St.
 NEWKIRK, CHAUNCEY F.
 4313 N. Hermitage Av.
 NIEDEREGGER, EUGENE
 1811 Hammond St.
 NIETERINK, HENRY
 1835 W. 12th St. Bl.
 NIMMONS, GEO. C.
 1733 Marquette Bldg.
 NORTON, CHARLES D.
 First National Bank, 2 Wall
 St., New York, N. Y.
 O'BRIEN, PETER J.
 314, 9 S. La Salle St.
 OCHSNER, A. J., DR.
 2106 Sedgwick St.
 OEHMEN, JOHN S.
 2247 Wentworth Av.
 OSBORN, GRANT C.
 448 Marquette Bldg.
 OSTROWSKY, HENRY
 1253 S. Halsted St.
 OTT, HERMAN A.
 3839 Milwaukee Av.
 OTTENHEIMER, HENRY L.
 105 W. Monroe St.
 PAGE, WALTER
 1603 Fisher Bldg.
 PALMER, HONORE
 1300 First National Bank
 Bldg.
 PALT, FRANK J.
 3205 S. Morgan St.
 PATTISON, JAMES WILLIAM
 Art Institute.
 PEABODY, F. S.
 76 W. Monroe St.
 PELIKAN, D.
 1910 S. Halsted St.
 PENDARVIS, ROBERT E.
 58 Borden Blk.
 PETERSON, WM. A.
 1032, 30 N. La Salle St.
 PETRU, FRANK J.
 1441 W. 18th St.
 PETTIBONE, AMOS
 27-33 N. Desplaines St.
 PFEIFFER, GEORGE L.
 2345 W. 12th St.
 PHELPS, CHARLES A.
 1311 Hartford Bldg.
 PLAMONDON, CHARLES A.
 12-24 N. Clinton St.
 PORTER, GEORGE F.
 1730 Tribune Bldg.
 POTTER, EDWIN A.
 4832 Madison Av.
 POWERS, JOHN ALD.,
 21 N. Clark St.
 PRETORIUS, HERMAN
 3264-66 Lincoln Av.
 PRIESS, ABRAHAM
 1201-05 W. Taylor St.
 RAWSON, F. H.
 Union Trust Co.
 REHM, WILLIAM H.
 1900 W. 18th St.
 REINBERG, PETER ALD.,
 30 E. Randolph St.
 REYNOLDS, GEO. M.
 Continental National Bank.
 REVELL, ALEXANDER H.
 Wabash and Adams St.
 RICHERT, JOHN A. ALD.,
 2603 S. Halsted St.
 RINBERG, FRANZ
 507 Throop St.
 ROBINSON, THEODORE W.
 1524, 72 W. Adams St.
 ROSENWALD, JULIUS
 Care Sears, Roebuck & Co.
 ROULSTON, ROBERT J.
 President Library Board, 229 N.
 State St.
 ROUSSEAU, NECTAR, SR.
 1228 Oregon Av.
 RYAN, WM F. ALD.
 504 Sherman St.
 RYERSON, MARTIN A.
 134 S. La Salle St.
 SCHAFFNER, JOSEPH
 Monroe and Franklin Sts.
 SCHIAVONE, P.
 Halsted and Taylor Sts.
 SCHILLING, GEO. A.
 President Board of Local Im-
 provements, City Hall.
 SCOTT, JOHN W.
 300 W. Adams St.
 SEIPP, W. C.
 179 W. Washington St.
 SEXTON, WILLIAM H.
 Corporation Counsel, City
 Hall
 SHANAHAN, DAVID E.
 115 S. Dearborn St.
 SHANAHAN, D. S.
 222 W. Madison St.
 SHEDD, JOHN G.
 219 W. Adams St.
 SHEPARD, FRANK L.
 108 S. La Salle St.
 SIEWERT, HENRY J.
 3865 Milwaukee Av.

SIMMONS, FRANCIS T.
President Lincoln Park Board
327 W. Adams St.

SIMON, ROBERT M.
4136 Perry St.

SIMPSON, JAMES
219 W. Adams St.

SKALA, FRANK J.
966-970 W. 18th St.

SKINNER, EDWARD M.
528 S. 5th Av.

SMITH, DEXTER A., M. D.
3856 N. 42d Av.

SMULSKI, JOHN F.
1154 Milwaukee Av.

SMYTH, THOMAS A.
President Sanitary District,
1500 American Trust Bldg

SNOW, BERNARD W. ALD.,
1209 People's Gas Bldg.

SPETZ, ANDREW, REV.
1351 Ingraham St.

SPRAGUE, ALBERT A.
Care Sprague, Warner & Co.

SPOUL, ELLIOTT W.
203 S. Dearborn St.

STAVER, HARRY B.
76th and Wallace Sts.

STEWART, JOHN P. ALD.,
105 W. Adams St.

STILLWELL, HOMER A.
Randolph Bridge.

STROBEL, CHARLES L.
1744 Monadnock Bldg.

STROM, A. A.
725 Marquette Bldg.

STROOK, CHAS. L.
212 W. 24th Pl.

STUBE, JOHN H.
Burr School.

STUCKART, HENRY
2519 Archer Av.

SULLIVAN, ROGER C.
25 N. Dearborn St.

SULTAN, GEORGE, DR.
1314 Halsted St.

SUNNY, BERNARD E.
230 W. Washington St.

SWAN, CHAS. F., M. D.
9139 Commercial Av.

SWIFT, EDWARD F.
Union Stock Yards.

SWIFT, GEO. B.
Security Bldg.

SZYMAWSKI, WALENTY
1907 Blue Island Av.

TANANEVICH, JOHN M.
3244 S. Morgan St.

TAYLOR, GRAHAM
955 Grand Av.

TEARNEY, ALBERT R. ALD.,
39 W. Adams St.

TEICH, MAX L.
328 S. Clark St.

TENINGA, HERMAN
11227 Michigan Av.

THEURER, JOSEPH
Canalport Av. and 18th St.

THOMPSON, JOHN R.
186 N. State St.

THORNE, CHARLES H.
Care Montgomery Ward &
Co.

TINSMAN, HOMER E.
118 N. La Salle St.

TITTLE, FRANK J.
1133 S. Jefferson St.

TOBIN, T. M.
9332 South Chicago Av.

UHLLEIN, EDWARD G.
Ohio and Union Sts.

UMBACH, FRANK L.
3418 Wallace St.

UPHAM, FRED W.
1700, 76 W. Monroe St.

VAVRICEK, FRANK J. ALD.,
1720 Loomis St.

VOPICKA, CHARLES J.
2107 Blue Island Av.

WACKER, CHARLES H.
134 S. La Salle St.

WALKOWIAK, S. S. ALD.,
803 Straus Bldg.

WASHBURN, EDWARD A.
4143 Elston Av.

WASHBURN, HEMPSTEAD
79 W. Monroe St.

WASHINGTON, IRVING
4445 Perry St.

HARVEY T. WEEKS,
30 N. La Salle St.

WETEN, EMIL C.
800, 108 S. La Salle St.

WHEELER, HARRY A.
Union Trust Co., Tribune
Bldg.

WIEBOLDT, W. A.
639 Deming Pl.

WILDER JOHN E.
228 W. Lake St.

WILLIAMS, J. F., DR.
311 Centre St.

WILLIAMS, THOMAS
3940 N. Francisco Av.

WILSON, BENJAMIN S.
1012, 160 W. Jackson Bl.

WILSON, FRANK J. ALD.,
54-56 W. Indiana St.

WILSON, JOHN P.
1605 Marquette Bldg.

WILSON, WALTER H.
520 The Rookery.

WOLLNER, RUDOLPH H.
437, 30 N. La Salle St.

WOOD, WILLIAM G.
3620 W. Irving Park Av.

WOOLLEY, C. F.
2937 Archer Av.

YOUNG, E. C.
9215 Pleasant Av.

YOUNG, DR. GEORGE B.
Health Commissioner, City
Hall.

ZANDER, HENRY G.
143 N. Dearborn St.

ZIMMER, MICHAEL
2256 W. 21st Pl.



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