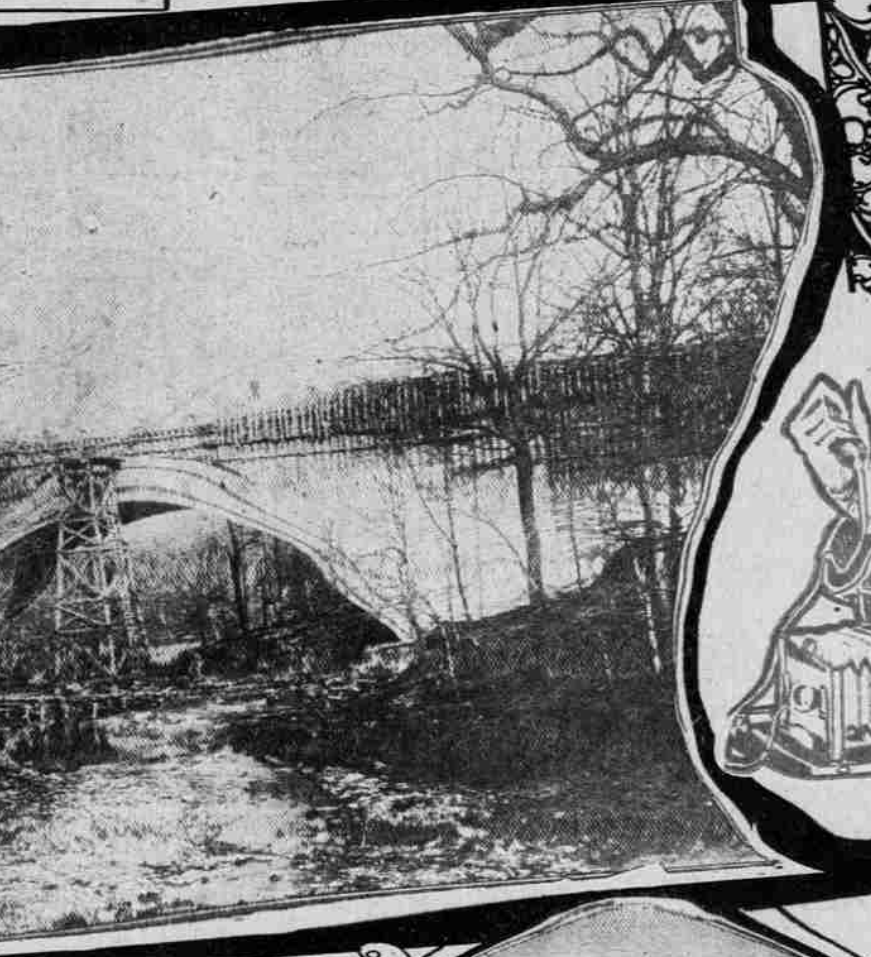
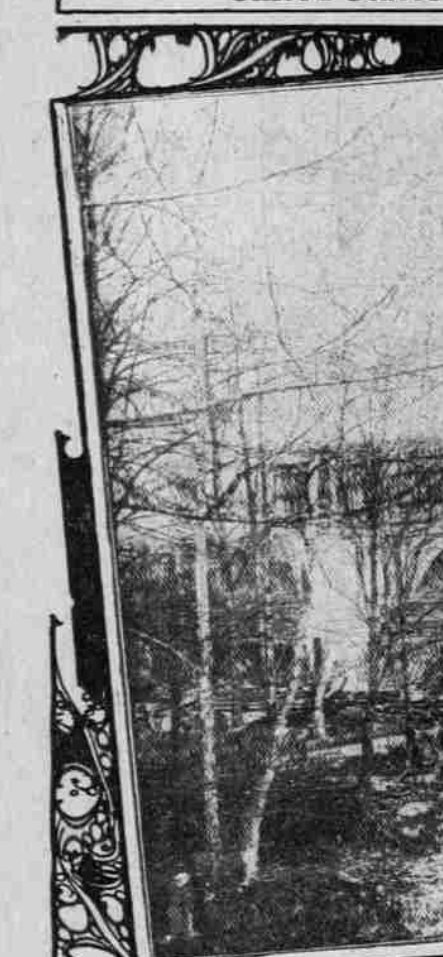


CITY BEAUTIFUL IN AMERICA

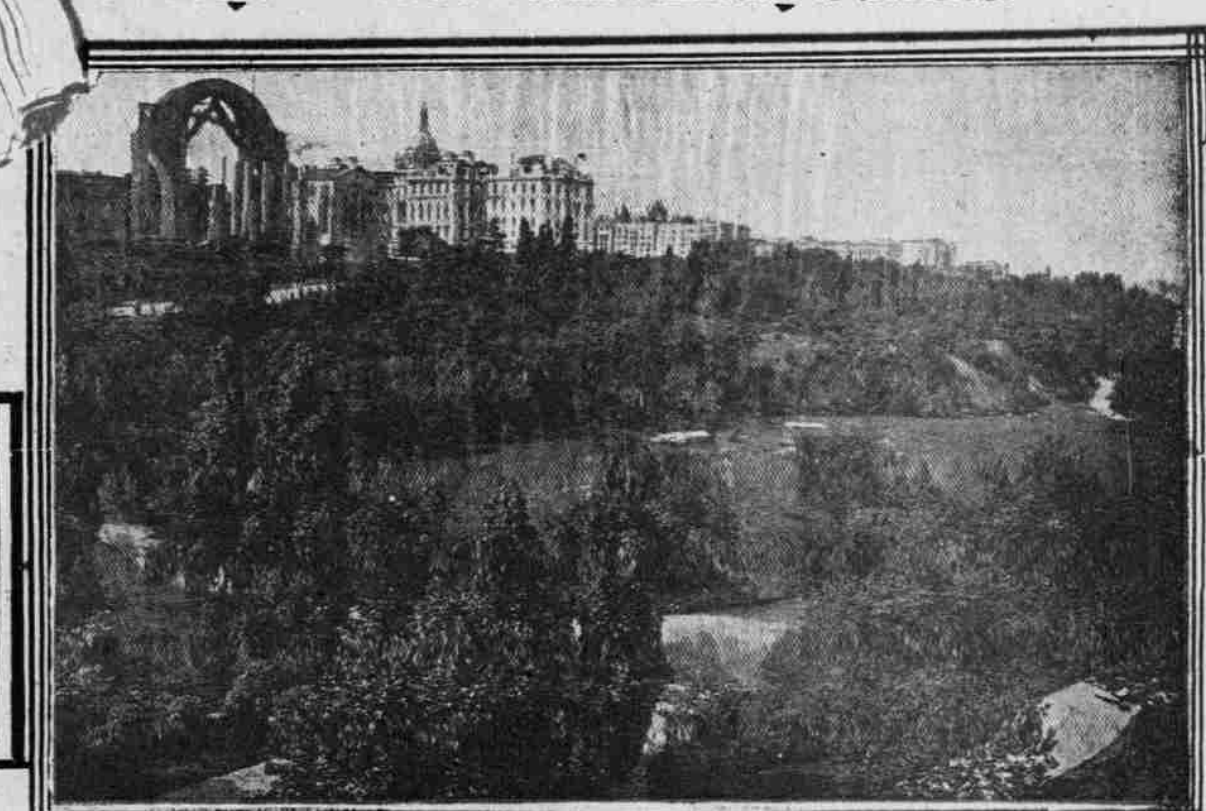
Remarkable Race for Supremacy in Municipal Attractiveness at Every Notable Center in the United States



A ST. LOUIS BEAUTY SPOT. PARK SCENE ALONG THE ROUTE OF THE PROPOSED KING'S HIGHWAY BOULEVARDS



MINNESOTA'S CAPITOL AT ST. PAUL, TO WHICH A NOBLE APPROACH IS TO BE CUT THROUGH A WELL BUILT UP SECTION OF THE CITY AT A COST OF TWO OR THREE MILLIONS OF DOLLARS



NEW YORK BEAUTY SPOT. TURNING SIDE PARK FOR THE BETHLEHEM RAILROAD SHOWING THE CATHEDRAL OF ST. JOHN THE DIVINE IN PROCESS OF ERECTION, ST. LOUIS HOSPITAL ETC.

ONE of the most interesting races the world has ever known is being run by the cities in the United States, a race the running of which will involve the expenditure of untold sums of money and consume years of time, instead of minutes. But at the finish the cities will be transformed almost beyond recognition, and they will be so much better and more desirable places to live in that no one will begrudge either the time or the money expended.

It is hardly necessary to say that the beauty, and there will have to be a radical change in the temperament of the composite people we call Americans before the desire to excel along the lines the cities are now pursuing will be satisfied. But there will come a time, earlier with some than with other cities, of course, when such incomparable sites as that of New York, built on three islands and the mainland and almost surrounding one of the most magnificent harbors in the world; of Boston, with its hills, which gave it the name of the "City on a Hill," and its smaller harbor; and of Washington, the Nation's capital, which, like Boston, has something of a start in the race, and many others will have been taken such advantage of as they never have yet.

Then, too, the possibilities of such flat, marshy sites as that upon which Chicago is built, apparently unpromising to the last degree, will have been realized, and then the tourists of the world will have to visit the American centers as well as those of Europe, if they wish to see the "City Beautiful" idea wrought out to its greatest perfection.

No one who has not given attention to it can have any notion of how general is the present movement for greater municipal beauty. New York's plans probably are the most ambitious and naturally, since New York is the biggest and richest city; but in scores of other cities similar plans and quite as ambitious in proportion to wealth and population are being pushed forward. There is hardly a city in the land, indeed, that has not already got the transformation process well under way. Baltimore and Buffalo, Chicago, Detroit, Duluth and Indianapolis, Louisville, Nashville, New Orleans and Omaha, both Portland, St. Louis and St. Paul, and many others have half made themselves over in the last 20 years. In some of these cities, especially those farthest West, the transformation has been nothing less than startling. Broad, well-paved and shaded streets have taken the place of the narrow, bare tracks of land have been transformed into beautiful parks, inadequate and unsightly wooden town halls and courthouses have been replaced by structures of real architectural merit, business "blocks," resembling exaggerated packing cases more than anything else have given way to buildings that are beautiful as well as useful.

There is hardly a city of 100,000 in the country today which does not boast some beauty spots that would be a credit to almost any Old World city. Yet, while every one of the European centers has been improving upon itself for centuries, there are hardly half a dozen cities in the United States away from the Atlantic coast old enough to have devoted half of one century to making themselves beautiful. Central Park, in New York, which has received the highest praise from European experts, was not begun till 1858. Boston Common is older, and so are some of the smaller parks in several Eastern cities; but none of the other famous great American parks has yet been in existence 50 years.

It is to the credit of the people of this country that while the beauty of nearly every European city is largely made up of churches and palaces built in medieval times and under governmental or ecclesiastical compulsion, American cities are being made beautiful by the people's money. It is something to be proud of that such men as Daniel H. Burnham, who has just taken up the plan to make Chicago beautiful as well as busy, a pleasure as well as a profitable place to live in; Whitney Warren, who wrought out the stupendous scheme for beautifying New York, outlined in the New York City Improvement Commission's recently issued report, and scores of other citizens are willing to give their service free to the cause of improving the cities.

That they are able to do so is proof that the American purse string opens more easily than any other in the cause of art; were it not so such men as Burnham and Warren could not offer their services freely as they do.

HOW WASHINGTON IS BEING MADE MORE BEAUTIFUL THIS GRACEFUL STRUCTURE, NOW IN PROCESS OF CONSTRUCTION IS KNOWN AS THE NEW SIXTEENTH STREET BRIDGE

DANIEL H. BURNHAM SUPERVISING THE PLANS FOR CHICAGO'S BEAUTIFICATION

THE LATE STANFORD WHITE'S DESIGN FOR A MONUMENT TO THE RECOVERERS OF MICHIGAN; THIS DESIGN HAS NEVER BEEN REALIZED. IT WAS PLANNED TO ERECT THE MONUMENT ON THE RIVER FRONT OF THE CELEBRATED BELLE ISLE PARK.

of Cleveland. He originated its celebrated "ground plan," which includes the grouping of all its public buildings, and will add immensely to its beauty. Before the earthquake he was chairman of the commission to beautify San Francisco, and has visited that city since it was thrown prostrate to help his associates take advantage of the splendid opportunity which the tragedy brought. At the request of the Government he went to the Philippines, and has since made plans for the rearrangement of Manila, in which not only beauty but sanitation are considered, and has laid out a scheme for Baguila, a health resort in the mountains, to which American officers and officials will die in the hottest months.

DANIEL H. BURNHAM SUPERVISING THE PLANS FOR CHICAGO'S BEAUTIFICATION

doesn't change, but its beliefs and knowledge do. Education has just begun here in a broad sense. With every passing year there is a larger proportion of the public ready to approve such efforts as ours. There is a growing desire for order in place of the chaos in which our unprecedentedly rapid development has resulted. All the cities are beginning to want something better in arrangement and appearance.

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the year and the women's clubs purpose to lend their aid unreservedly. The plan put forth in the recently issued report of the New York City Improvement Commission, the work of Whitney Warren, architect of the monumental New York Central terminal station and one of the most active members of the commission, are as broad and comprehensive and as cognizant of the future as the Burnham plans. Mr. Warren does not wholly agree with those who think the original plan of New York a hopeless one.

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planned, America's metropolises will make a much better impression on the foreign tourist when he lands than it now does, and the extension to it in straight lines of Seventh and Eighth avenues will furnish thoroughfares through which the best part of the town may be reached.

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the other great cities will ultimately make the bravest show possible of increased and individualized beauty. In the limits of one newspaper article to give full details of the beauty movement in all the cities. Organizations, either official or voluntary, somewhat similar to the two New York commissions in function are now at work in many cities.

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river to the north at the picturesque Chain of Rocks. There will be artistic bridges, long avenues of trees, and many other improvements. The cost will be between \$1,000,000 and \$2,000,000. St. Louis also plans the creation of many new parks; ordinances were recently passed for five in the most thickly settled parts of the city. These will cost \$85,000, and further like expenditures are to be planned in the immediate future.