

CITY BEAUTIFUL IN AMERICA

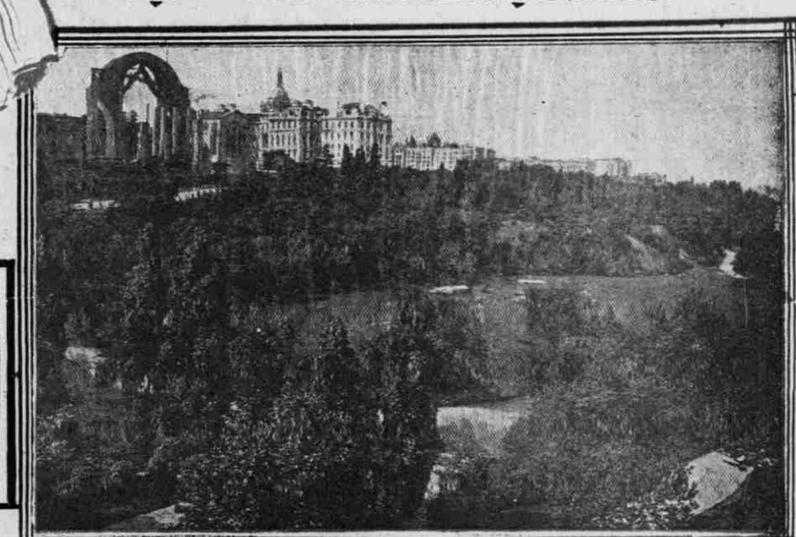
Remarkable Race for Supremacy in Municipal Attractiveness at Every Notable Center in the United States



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.

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 underway. 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 old, 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 pleasant 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.

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, SUPERVISOR OF 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.

It is interesting to note that the plan for the beautification of Washington, which is now in progress, is being carried out by a man who has just taken up the plan to make Chicago beautiful as well as busy, a pleasant 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.

Notwithstanding his aversion to fees

from the public purse, no other man in his profession has done so much as he to make so great a number of American cities beautiful. Since the World's Fair, at the request of the late Senator McMillan, he has made an elaborate plan for the gradual rearrangement of Washington, and now is chairman of the commission for the beautification of that city and the commission for the beautification

of Cleveland. He originated its celebrated "ground plan," which includes the grouping of all its public buildings, and will add immensely to its beauty.

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.

"We do not need to work for legislation. Before long the people as a whole will begin to demand it. Then the politicians will pass what laws are necessary. You can bet on that. This tendency toward municipal betterment and beautification is everywhere apparent. We are not trying to arouse a dormant feeling, for the feeling is not dormant. In nearly every large city in the country there is this demand for improvement.

"No," said he in answer to another question, "it is not aestheticism. The people are being handled by nature in one of her inevitable moods. They have read and they have learned. Now they are beginning to demand their own."

Although the Burnham plans for Washington's improvement are complete and have been visualized in the form of 14 or 15 foot models, which are on exhibition in the Library of Congress and generally a center of attention from visitors, the Chicago plans have hardly been begun as yet, and therefore cannot be described. They will include, among other things, however, an outer parkway of many miles, including the entire city; a beautiful river front, a "civic center" or park to contain the city and county hall, a building to be of imposing proportions and design; subways for the surface and elevated railroads; two great railroad terminals to afford dignified entrance to the city; perfectly paved streets; an "art and literary center," which means the location of the Field Museum, the Crerar Library and eventually a new and enlarged art institute in Grant Park, and a lake front boulevard connecting the North and the South Sides, part of the way separated from the city by a lagoon, to be formed by inclosing a part of the lake.

Chicago is taking to the plan with its accustomed enthusiasm. A big banquet in its furtherance is to be held early in

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.

"The fact is," he said to the writer, "that it is a pretty good one. It only needs the lengthening of some of the longitudinal avenues, the proper connecting up of the different boroughs and the creation of parks in the regions now mainly unoccupied, but soon to be thickly populated, to transform the city into an ideal place. The widening of Fifty-ninth street by a block so as to make a fitting approach to the Blackwell's Island bridge, a truly imposing structure, from Fifth Street eastward, and then to the westward to connect with the bridge which we hope to see built over the North River eventually will furnish a great transverse avenue and at the same time make easy of access for residence purposes a region in Queens County which is no further away from Fifty-ninth street than is the Ninety-sixth street region of Manhattan. Some hundreds of thousands can live in the newly opened territory, even after plenty of park space has been allowed.

"The proposed bridge across the Hudson simply must be built by and by. Tunnels are all right for railroad trains and trolley cars for business traveling. But we must have a way of crossing the Hudson that will give us pleasure and a chance of viewing, as we cross, the wonderful panorama of river and palisades, of the crowded harbor, the towering skyscrapers and such natural heights as no other great city can boast. The long, straight drive from New Jersey over the proposed bridge through Fifty-ninth street and over the Blackwell's Island bridge to the Borough of Queens, crossing both of New York's great rivers and passing over an island on the way, will be quite unsurpassed in itself.

"After West street, which has already been partly transformed into a broad es-

planade, America's metropolis 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.

"When all the parkways connecting the various parks in Manhattan, the Bronx, Queens and Brooklyn are finished they will furnish over 65 miles of continuous driveway, all beautiful. They will include greater variety than can be found in and about any other great city, and will cover more miles. The imposing ferry and elevated railroad terminal at South Ferry—the water gate—which has already been decided upon, will give a fitting entrance to the city from that direction, and the broad avenues proposed from the present Brooklyn Bridge and the Manhattan bridge, now being built, to connect with the Hudson river, will give dignified entrances to that borough. Now it has none and its many beauties are never suspected by the thousands of visitors to New York, of which Brooklyn is as much a part as Manhattan.

"These are only a few of the things we hope for, most of which we will get about as fast as they can physically be put through, for the people of New York are not going to worry about the cost. I have never counted it up, but, great as the scheme is, it is not so expensive as the vulgar measure of dollars and cents will make the whole scheme a profitable one to the city and its people. Individuals may have to submit to increased taxes here and there, but their property will increase in value by leaps and bounds in the vicinity of every improvement.

"Long before the plan has been fully realized New York will be more beautiful in many ways than any city now is, and its beauty will be something that its own people will have brought into being. It will be an individual beauty, for no other city in the world has its natural advantages, and as an American I am proud to say I believe from what I know of the general movement, that each of

the other great cities will ultimately make the bravest show possible of increased and individualized beauty. It would not be possible 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. Although Buffalo's plans have not been made widely known, they are ambitious and fully worthy of its magnificent site at the foot of Lake Erie and the head of Niagara River. The Society for Beautifying Buffalo was organized in 1881. Its president is Dr. Mathew D. Mann, and although it is an unofficial body, it has done good work. The schemes which are being promoted by Mayor Adams are of the broadest scope. They include a waterfront improvement to cost \$5,000,000, comprising a highway running five miles along the lake shore, to be connected with the parks by a series of parkways in a horseshoe shaped course 12 miles long. Altogether it is planned to expend \$10,000,000 within the next 10 years, and the scheme includes the grouping of a number of beautiful buildings near the charming park lake known as the "Gala Water." These will be the New York building of the Pan-American Exposition, already occupied by the Buffalo Historical Society, the National Science building, the Albright Art Gallery and the buildings projected for the University of Buffalo.

St. Louis plans a magnificent parkway 9 1/2 miles long, to be known as the King's Highway boulevard, which will furnish a connected series of drives giving easy access to all parts of the Mississippi Valley's metropolis from the river, south of Carondelet Park, over an arched course through the city, which will terminate at the

river to the north at the picturesque Chain of Rocks.

Detroit is also planning a scheme of boulevards connecting her parks, and though the plan has hardly taken form as yet, there is talk of improvements to the river front, which is susceptible of being made one of the most beautiful in the world. There is only one other river that has the remarkable qualities possessed by the Detroit. That is the Niagara. These two streams are always filled with perfectly clear water, flowing full and strong and with the slightest possible variation of level. Detroit's celebrated Belle Isle Park is on an lake in this remarkable stream.

The imposing, simple monument, designed by the late Stanford White to stand in Belle Isle Park and symbolize the resources of Michigan, has not yet been erected.

Indianapolis purposes adding to its already extensive park system of parks and boulevards a boulevard to run 14 miles from the city to Fort Benjamin Harrison military reservation. It will be a continuation of the present Fall River Creek boulevard. The Fort Benjamin Harrison boulevard scheme has not yet been formally adopted, but all the city's public-spirited citizens and organizations favor it.

New Teaching Fund. Dr. Joseph S. Kennard, of Tarrytown, N. Y., returned a few days ago from Italy. He says that arrangements for the exchange of professors between that country and the United States on the same lines as the system now in force between America and Germany, but on a larger scale, has been completed.

There will be artistic pictures, 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.

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