The sort of work is not new; it has been carried on many times before in Rome in the olden days. There were plans made for very large sections of the city; some of which were realized under different emperors, and that has been true more or less all the way down through the well-known great cities. There have been from time to time great plans for their development.

Perhaps in our own time, if not before -- almost in our own time, the work for an entire inhabited city has gone on. I refer to Paris and several of the Republican capitals where an entire reformation has been made on well devised plans, taking in pretty much everything in those cities in each case. Washington, of course, was planned almost in our own day, made of entirely new ground; where there was scarcely an individual. There the utmost freedom was given to the designer to do what to him seemed wise and the results have proven that good results have come from it.

You have been examining the drawings which are up-to-date but not claimed by us to be any more than a mere measure of what we see is to be done. The study which has carried us to this point has caused us to be so evident that we stand before you tonight quite well aware that much more thought and much more investigation will be needed in the future in
order to do justice to the subject, and I therefore, for all of these committees and for myself, beg that you will look upon this as a report of progress only.

The railway problem, as Mr. Morton has said, is a mere general idea in our minds today; it has not taken form upon the charts more than a mere ideal chart which might be applied to any city situated upon the shores of a large body of water. The first question one asks himself in dealing with a city is, of course, what the city really is, and that I shall take up presently.

The best method to bring this more clearly before your minds after having looked at these drawings, is probably to run over them in a series connected so that the study we have gone through may be coordinated, and each of these drawings will therefore take its place in the series regularly, as we go ahead now with the lantern slides.

The theory of a plan of a city is the first thing you naturally would ask of a committee which had been long at work. You would ask them "what theory do you go on in planning the streets of a great city?" We will give you a few illustrations of what has been done in the well-known centers of Europe, and from that draw a conclusion in the form of an ideal diagram of arrangements for the centers of great cities.
We will take this one first, this is Vienna before 1857. These were then the landmarks. The main change was to take them away and in place of them make a very magnificent avenue circular in contour, and from that circle produce certain diagonals running in toward the center of the city.

This next picture is Vienna after 1857. The boulevard has now taken the place of the old rampart and the streets in toward the center have been greatly improved, as you see. I call attention to the circuits there and the diagonals running into the center of the city.

This next picture is Paris in 1793. Under the first Commune, under the artist's republic, they employed a committee of artists to suggest improvements in the street system. These red lines show the suggestions which were then made, this being the Seine, this being the island of the city, the Louvre as you know here, the Tuileries as it was until 1871; this is the Tuileries Garden and here the Champs-Elysees.

This next picture is the Paris street system of 1854. Sixty-three years ago the artists' plan was made. The red lines show what was done in that period. You do not yet find the circulatory system of constructing the boulevards. They are there, but they are only at the places
indicated. At this point the great plan of Paris was made, the one I have spoken of, and the next slide will show you what occurred in the first seventeen years of the operation under that plan, the white line showing the changes.

This is the center of Paris as it was then and as it is today. All through here that land is of immense value, quite as valuable as any land anywhere today. You see how these radials were cut through in every direction all around the city. You see the development here of the Champs-Elysées and in this neighborhood the most valuable property in the world was very freely changed under the system that was spoken of, of condemning for a long number of years ahead, the condemnation in some cases being paid year by year and in some cases at the end of the long period. They are still going on with this plan as shown by the next slide.

We now have 1889 showing the completed system up to that time. The white lines indicating the things that were done in that eighteen years from 1871 to 1889. The last two, including this one, show the changes that were made in Paris in thirty-five years after the plan was adopted. Practically the entire streets of Paris were taken apart and put together again. The plan does not show very distinctly the great circulating and radiating systems, but
it perhaps does clearly enough so that you can see them. It
does show, however, the radiating system. Of course, that
is the one boulevard, that is the longest one, and then
many of these streets were cut through to the center so
that there again you have this circulating highway with
radials from the center.

This slide shows Berlin of today, a diagram dealing
not so much with details, but showing the great system of the
congested center surrounded by boulevards and from which run
certain radials.

Paris, Moscow. There is the same system carried
out very much better than in either Paris or Berlin; a very
admirable plan, the radials and the surrounding highways.

This diagram is meant to exhibit what occurred in all
of those plans, and it is our guide for the study of the
congested part of Chicago. It needs no explanation.

This is l'Enfant's plan of Washington made in 1791, and
adopted by Congress. The hand of Washington was in it, he
took the principal part, and the national commission having
the improvement of the city and the extension of that system
in hand, felt almost from the beginning of their work
that they were in contact with the mind and feeling almost
as if with the person of General Washington himself. The
serene quietude of this whole system could not have emanated
from any mind that we know of at that time, unless it be that of Washington himself. The quality of it is apparent to anyone who spends much time in Washington.

The capitol is here. He, for the first time we know of in the history of planning, and probably for the last time, placed the great important function of government in the very center, forming a great terrace around it, and making all the streets and the main thoroughfares radiate from that center. It was an extremely noble conception.

This is Pennsylvania avenue going through to the President's house as he called it. Here was to have been the Washington monument; his conception of it was a monument to the heroes of the Revolution, but after his death they erected it in honor of Washington and placed it there.

This is the great mall which Washington conceived as an avenue of residences of the diplomatic people. These large white palaces of the foreign governments on both sides of the street were to face inward on a very magnificent terrace. That is something which is finer and greater and more magnificent than any conception we find in any of the cities in Europe; and it is being carried out, not for the diplomatic residences, but for all the structures that the government is putting up.

We have here the National Museums; both of them
are white, one of marble and one of white granite; and the purpose is to extend that, and there are enough buildings in sight to complete all that Washington hoped for over one hundred years ago.

This is the mall as designed on the plan of L'Enfant but designed by the commission in recent years. There is the capitol, the Whitehouse, the Washington monument. I will not detain you on this, you probably have all seen it. It is two miles and a half long, and about a mile and a half from the Whitehouse over to the Potomac river. It would not be possible to design a mall as we have shown it, had the Pennsylvania station remained where it was, namely, on the ground shown by this mark here. (Indicating.) It was proposed when no other solution than the L'Enfant solution was found, which seemed to be anywhere near equal to it, that the Pennsylvania road which occupied this as a station should move it. Mr. Cassatt was approached on the subject; he was very gracious, but finally refused, saying that he felt that he had the best location for a railroad station in Washington, that it was nearest the center and he did not see any reason why he should move it and he would have to say no.

Thaler on when the commission was in Europe they received a telegram from him asking for a meeting in London
which meeting came about. He then said that he was in a different position from the one of six months before and was ready to consider this question of the mall. Of course his road had acquired a pretty strong control of the Baltimore & Ohio Railway. That undoubtedly made a difference to him as the president of the corporation. He was in a position where a great deal of competition having been swept away, he could consider the project without danger, perhaps of some competitor getting the advantage of him in the event of his leaving that location. He told me then that the Baltimore & Ohio people had acquired from Congress the right to condemn and occupy this spot for a great station, and as I had been the architect for the Pennsylvania road for that station, and some two or three years before had been working on that location, long before I went into that Commission, he said to me “Go ahead and get ready for the new location.”

We then began a study for a location of this station, but it seemed very unfortunate for two reasons. It carried the tracks up a hill to a very considerable incline which did not seem to be a good thing for the railway interests. It also brought the front of the station on a narrow street. It also brought a great mass of buildings very close to the National Capitol itself, and for those reasons
we thought it would be better farther away from the Capitol and also down lower. Then we proposed a location here for one other reason, and that was that there was an avenue there 800 feet broad that would have to be run under this station on one of the greatest circulatory systems we have in the District of Columbia. There was some figuring over it and finally Mr. Cassatt asked to have the matter presented to him a little later. In December he sent us a message saying "There isn't any chance that I know of of changing my mind, but I will look it over once more," and we finally settled upon this location which is the final location, right here.

The two diagrams which were on the wall here tonight, were laid before him riding from Philadelphia down to Washington in his private car. I think he looked at them fifteen minutes, not more, and then said, "I am very glad you persisted. You are entirely right from a railway standpoint. That is a better location in every respect and I am very glad to feel that I can contribute so much toward the work that you are doing." He was very good about it, saying for the commission that he felt they were sincere and public spirited, and that they represented what he felt should be done, and it gave him great pleasure to say that he was ready to take that location.
This plaza was then authorized by the government and built by them at an expense perhaps of a million and a half of dollars. The entire location had to be raised and the streets had to be reformed in order to bring the center of it in normal position with the land. Now, when we step out of the station we find ourselves upon this plaza and lock across to the Delaware, and the whole thing is brought into that relationship which the American Nation has a right to ask that all their buildings in Washington should be. (Applause.) That is a bird's eye view of the station from a charcoal drawing. It gives you gentlemen an idea of how it works out. Congress has agreed that all of the buildings around this circle shall be of a type to correspond with this plan, and the District of Columbia people have agreed to that. The ground facing on that plaza is owned entirely by the railway people and the District of Columbia, and both of them have agreed that there shall be no structure there that shall not come up to it, they shall all come up to that line, so when they are finished there will be a very noble bed of architecture surrounding it.

This is a bird's eye view of the mall. This is the Anacostia River, and a mile away is the Potomac, and there is the great obelisk, the monument to General Washington. The monument stands forty-five feet above this garden.
This garden is 1,200 feet long here and 1,600 feet broad.

Those steps will be marble, 300 feet from the garden going up to the base of the monument. Then from the monument to the dome of the capitol, it will be a mile and a half. On each side will be rows of elms in strict order.

The walls of the south garden, 45 feet high all around will be surmounted with a repetition of the splendid elms, so that you will have that sort of an effect which some of you may remember in the Tuileries garden. Here the land rises into quite a high terrace, and on that terrace are planted trees which run over and present a charming appearance.

This has been brought about because the Pennsylvania Railway retired from their ideal location, inspired by high motives entirely and agreed to leave the way open for such an improvement writing of the Capitol of the Country.

This is a plan of the Cleveland civic center.

This is the railway proper. Their present station is over here in this direction, a block farther than the end point. The Pennsylvania road has tracks in here. The difference of grade between this terrace up here, which is the main level of the town and the tracks down here, is about 80 feet. This design was made by a commission which is still in existence, and still at work for the City of Cleveland.
It is formed under a law and for the purpose by the state
which remits
veto powers, and especially over all the things that are
built by the city in the state or county.

MR. WACKER: How much are they spending there for that
civic improvement?

MR. BURNHAM: Oh, I suppose it must be at least twenty
millions of dollars, now. This is the government building
is built, this is proposed to be built. That building
is built, this is under construction, this is the
county building, these are the new city hall. Both these are
now under construction, costing perhaps together, ten mil-

lions of dollars. The government building cost three mil-

lion dollars and a half. Mr. Tom Johnson has pushed this
enterprise. He has worked for it and pushed it with great
vigor and energy. He has been tying up all of this land for
the city and has it pretty much under control and ultimately
expects to get every bit of it, and to buy the ground in
between so that if not already accomplished he soon will
control for the city every bit of that ground.

Then the railway station is to face inward here.

What you see here is the great waiting room running back

with the through passenger tracks of the Michigan Southern

and the other roads entering that station. Their trains pass
underneath. These tracks will be down, perhaps, twenty feet from this great gallery as you go down between those tracks from this gallery.

The Pennsylvania people have changed their minds in regard to this location. They propose to change the Plan by carrying this house clear over to this point, carrying the passenger tracks in here instead of in here, and the Pennsylvania people in the new arrangement are to pass north of the station and lower down.

PRESIDENT FARWELL: You mean the Lake Shore, don't you, Mr. Burnham?

MR. BURNHAM: I mean the Pennsylvania, which by this drawing we are proposing to cut down in here with probably some fourteen or eighteen tracks or more. They now are proposing to move that system of tracks up here and by this system all the passenger tracks will come in here. Now, gentlemen, that is a plan for a city which is altogether worthy of a great town. When a man arrives there the finest side and the best the city can present to him, is right before his eyes at once, and it is considered, to be a location of very great convenience. This up here is the public square and around it and up a little ways that way are all the great banking houses, down this way are the wholesale and retail sections, and it is an admirable place for a station. The whole thing is an ideal construction and shows what towns
Mayor Johnson, you all know of, Tom Johnson. I have found him a man of rare business ability, great energy, and although he is called a demagogue, in everything where we have come in contact with him he has shown the greatest breadth and the most straightforward, simple business energy and ability.

This is a perspective of the same thing, only you are looking now out towards the railways from the governmental center. This is the United States Government building and these are proposed buildings, all of which are to harmonize. The work which is going on is all designed by the same artist, so that for the first time probably in the country Cleveland will present a court of honor of the same architecture in perfect harmony, and they are on the way to beat everyone else in being the first to do it. (Applause.)

We come now to Chicago. This is the diagram which has been described to you, and I am not going to take your time on these diagrams any more than to answer questions. The red line is the city limits. The long radius is sixty miles. It goes through these various towns here and comes around to Waukesha. It is something over thirty miles. Of course you cannot get the exact radius, but it will average perhaps a little bit more than thirty miles.

This road shown here runs for sixty miles by the
Kankakee River, and the Kankakee River is nearly all of it extremely beautiful; I might say that in places it is romantically beautiful. There are walls of stone and canyons at places, and at other places, of course, it is quite flat.

This road runs by the Fox River for sixty miles. It also runs up into the lake country which we feel it is very essential should be opened up. The lake country has fifty lakes, the largest being Fox Lake, and is a region of extreme beauty. It should be practically a park in the long holidays for our people and all the people around it, and everything should be done to stimulate the growth of it.

Then the next encircling highway will come from Winnetka and follow along this line here, perhaps twenty odd miles west of the city. This land is nearly all of a rolling nature and is very picturesque.

Then the next boulevard or the next encircling highway will run along the Desplaines River in through the edge of Evanston. This is an arbitrary circuit which we believe should be carried out. It is comparable with half of the boulevards of both Paris and Vienna.

The diagonals which you see here, the roads leading inward, which are not strictly speaking diagonals, are the roads leading into the city.

On this diagram perhaps five per cent of the roads
shown here do not exist and the other ninety-five per cent do in the form of country roads, none of which are very good. We think that these diagrams once in the hands of the people will result in their taking them up, because it will show to them what the establishment of these highways will mean. To a large portion of these towns it will be expensive, but still the result will be very greatly to their advantage. The prosperity of all will be increased thereby, because every town and village will be related with each other and with the center, and our natural beauties will be made available, as you see we are looking both to the monetary side of it and we are looking also to the delightful conditions which ought to be brought about for Chicago and the surrounding towns.

This is a diagram showing the parkways as they exist and the proposed conditions. Most of them you know; Jackson Park, Washington Park and the South and West Side park systems and the North Park system, Lincoln Park being over here. These large areas are proposed woodlands. Time has proven from very ancient days that these great forest areas near a city are of inestimable value as places of recreation for its people. That where they are established they have a very strong influence on the good citizens, and it is proposed here for every reason that the city should acquire while it still can do so, large areas in here which are very picturesque. There are some beautiful areas in
here and some very beautiful scenery. Up the Desplaines River, near the town of Desplaines, a little northwest of it, is a magnificent stretch of country all of which is very cheap farm land which can be acquired for very little money and ought to be brought into the system.

The system as shown along the river here and up the Skokie Valley, all that development was shown in the plans of the Public Improvement Commission of three years ago, Dwight Perkins being in charge of the work. We are simply adopting in that part of it what has already been wisely suggested by that commission.

A great many of these parks exist today; I think all of them. They are in the South Park system. They are play parks for the neighbors, and they have proven a purifier of health and morals in every case where they have been brought into existence. The police have constantly said, not only here but in other cities, that as soon as one of these open playgrounds for games have been established for the children and these little lecture halls and everything that could bring the men and women to the center, that social conditions are changed, and that crime has been less prevalent than before they were established. The good influence on our citizenship is very great, and it is proposed by the South park system, as I understand, to establish many
more of them, possibly thirty. They have now about fourteen or fifteen pieces of ground, ten or twelve of which have been magnificently improved. One or two of the improvements have not been equalled anywhere else, but it is proposed here to make the whole a system of parks.

It looks like a great expenditure, but as a matter of fact it is not. By buying cheap land in the case of forests you can get softwood trees and have them grow with great vigor and you can get your trees in a very few years. For instance, in Paris in 1871 everything that was growing was cut down during the Prussian invasion. That is thirty-six years ago, but if you visit there today you would never know what those forests had existed there for all ages, especially in the spring when the horse chestnuts are all in blossom and the whole area is a mass of blossoms, and much can be had here.

I will pass that now, without there is some question. I should say in regard to the great highways connecting the parks themselves that these should be made continuous playgrounds. We feel that strongly. These highways are three or four hundred feet wide which go clear around the city, the young people ought to be able to use for their games and not be kept off of them, because they are so many natural playgrounds for the neighbors fronting on them and they answer the very best and highest purposes of parks.
This is the lake front improvement, which is a part of the park system. Mr. Butler has already spoken of it. I can only say that it consists of a little strip, a lagoon and an outer parkway for the entire system from the Calumet River to Winnetka where the highlands or bluffs begin on the lake. As long as we find the surface of the ground near the level of the lake we propose to treat it in something like this way, varying it, of course, from time to time, with the fixed idea that it becomes a continuous parkway for all people, far and near. It encourages the out-of-door life, it encourages the young people to do everything in the open which is really the great safeguard. I think that is the essential thing that those parks stand for, the bringing of the young people out of the shaded and hidden places into the open air so that their bad surroundings disappear, and the lake front more than any other place will attract them. It is the lake, which is stimulating and fascinating; it is a magnet which draws everybody to it. I dare say there is not a man, woman or child in this continent who does not think of it and feel drawn to it at times, some of us more and some of us less, but it is the great natural recreation place, the giver of vigor of body and mind. It should be saved for the young people; it should be so that they can always use it, not only when
the waves are not high and the wind not blowing off the shore, but even when the waves are high and the wind is blowing we ought to have the full use of the lake. This lagoon furnishes a safe boating and bathing place for the people. Think of the summer time down at the lake. I have been struck this summer coming down from Evanston in an automobile by the advantage which the lake offers. Every morning after a holiday, if it has been a nice day the day before, when I am coming down very early, before the parks have been cleaned up, and that has happened two or three times, the surface of the grass is usually covered with papers. They are the papers which held the lunches of the crowd that were there the day before, coming back from people who came away back from the lake. No one knows how far, may be many miles back, to enjoy the lake front. Those who live near it it would naturally go home and get their lunch there, but the evidence of the latter was very strong that the mass of the people who were there the day before was made up of people who came from a very long distance. That is the lesson, that is the truth in regard to the matter, and that does not require any more argument. It should be made as beautiful as possible, and the shore planted with everything that will blossom and yield perfume. There are many hundreds of shrubs and trees which
a lone time or another at different times of the year give
a most beautiful result in color and perfume. They ought
to be planted here, and this avenue ought to be a magnifi-
cent avenue and there ought to be playgrounds there for
constant use. You cannot have too many of them. Every
neighborhood back in here ought to have them because they
conduct to manhood and womanhood. We want lovely pavil-
ions here; a great many of which can be rented to
clubs of young people who may live perhaps thirty or thirty-
five miles from here and still be within our city limits,
and who would want them for a Wednesday afternoon or evening.
They come here and they bring their own music, their own
band and they live for a few hours in the open air,
under the eyes of everybody, and they enjoy themselves and
and everyone else will enjoy seeing
and make it enjoyable for everybody who passes on the lake front,
or the lagoon. The lagoon does not become a dead place,
but filled with bright and innocent and happy young
people, and it will have a beneficial effect on all.

Mr. Butler has said that there is an economic rea-
son for this proposed development, on this large scale. I
do not think we can carry it too far, and the only thing I fear
is that we shall not carry it far enough, because what is
material to be used in the way of wasteage considered to-day
is only beginning, and year after year there will be more
of it annually and we ought therefore to provide a place
The Illinois Central is even here as the outer strip, as we have said. This diagram illustrates what I was saying about pavilions for the use of the public. You can imagine the railroad that would go on the boating that would go on all sorts. In the winter, the skiing that would go on, etcetera. Then the lagoon, then the outer strip, etcetera.

This is another picture illustrating how that lake can be used. The Illinois Central is over here. The lagoon is over here. It goes into the lake. The railroad is running all around it. The railroad is running all around it. It is next to the railroad. It is next to the railroad. It is next to the railroad. It is next to the railroad. It is next to the railroad. It is next to the railroad. It is next to the railroad. It is next to the railroad.

I was told by Ald. Minneweg, who is on the committee on sewers, that they recently let a contract down on the south side and he has to get different bidders, and when they received the bids they were very high and upon an investigation they found out that in almost every case the price was due to the fact that they had no dumping ground. We have the double duty of making economic and dumping sewage for the entire city, which we need very much. We demand economic conditions for the entire city.

Summer
Nice is in a certain time of the year, for the battle of flowers, for instance, and Chicago might be made the most attractive spot on earth because of this splendid development. In other words, so that while the merchants, as Mr. Morton says, come in to do the business the wives could be enjoying themselves and incidentally dropping in a few simperers which ought not to hurt the town. (Laughter.) If there is any gentleman who thinks that would hurt the town, I should like to know it.

The next slide is a view of Henley, showing the use of the Thames River. That is continuous for a great number of miles. We propose the same sort of a thing, only we propose to develop it a great deal more than it has been developed on the Thames River, and so you would find the people down here watching the boating along the shore, and watching the boat races and things of that sort.

This is a diagram of Lake Michigan suggesting a road bed that might be built eventually, and the suggestion was that such diagrams might be drawn up and sent to the influential men of the town with a view to constructing a boulevard on or close to the shore of the lake, sometimes on the shore and sometimes close to it, just as we have done with Sheridan Road on the north side. I very well remember, and probably you all do when Mr. Foster took up that work. He
used to come down town in the morning and would attend to
his business up until two o'clock and then he would get some
people up to Winnetka or along there somewhere to meet him
and he would then drive them along the old roads and show
them where they ought to be fixed up and in a very short
time they did want at it. It was only necessary to give them
the idea and in a very short time a very good road was made,
and that idea might be followed in constructing a boulevard
here on the lake.

Then perhaps suggestions could be made as to several
harbors, not expensive ones, for boats of considerable
size, but for boats such as a man in these towns would like.
A little attention to that matter may ultimately bring
about some such plan as is suggested here.

This is a diagram showing the existing diagonals.
They are black. They actually exist to-day. There is old
Chicago, here are the railway properties as they are in
black, that is the Lake Front Park, and I thought it would
be interesting to you to look at the number of radiating
streets there are in Chicago already. It is not generally
known or understood that we have many already, and that be-
cause of that fact our diagonals outside of the city need be
very few. We have comparatively little work to do to bring
them inside of the city. We really have a very good system
when one united as we will show you, once these are brought down and brought into relation with the other great arteries, and then you will have secured a very magnificent system of streets.

These are the proposed diagonals. Those I showed you are red. The black ones are the proposed ones. The one plus the other makes a complete system as you see. This surrounding boulevard we feel is very important, but up to that point we feel now that with the old and the new diagonals we really have got a big part of our system, that is not surpassed if it is equalled by any one of the cities I have had the pleasure of showing you on the screen.

This is the central part of the city. You see I am pursuing a regular order, speaking of the great outside diagonals, then of the parks and then of the diagonals outside of the city. And now we get back into the city itself knowing pretty well what we have got to begin with. As was said twice this evening this is Michigan Avenue; it is proposed to improve that from Twelfth Street clear through to the waterworks, at least two miles, and make it a really splendid artery, going through the city just where you need the most room to develop the lake front park here into a splendid plaza with the Field Museum. I think of that and it is a little bit more than a fancy in my mind, as the future Art Institute, when the time shall have come that New York
has reached nowhere she is spending eight millions of dollars on her Metropolitan Museum, and it is said by those who have been in the work that it is not going to be large enough when it is done. Chicago will perhaps be a very large city with great wealth. The past shows that a great Fine Arts Building is one of the requirements of city life; from the oldest times down that has been the experience.

You know the old story of Alexandria and her museums of art and their destruction; you know, of course, of what occurred in Rome; you know what Paris has, what Vienna has and what New York is attempting to get, and it leads up pretty clearly to a conclusion that we ought to look forward in that respect as in all others. So, we ask ourselves what should be the amount of ground? I say not less than twenty acres at the end of the outer park, this being the Illinois Centra passing down there, this being the thirteen hundred foot strip across here which is a mile long, that being Twelfth Street, the Art Institute now being right down here, and now we should have room enough for a great development not of one building, but of many buildings such as the museum in the World's Fair.

The extreme length of that building east and west is twelve hundred feet, and that is not sufficient. We propose that those who come after us shall not be caught in that class but that they shall be thankful to us for having the sagacity
of building so that when the time comes they can carry out a great development. This might be the Crerar Library, and all those things which naturally would go with it, letters, music, and the Field Museum. You then have a complete architectural balance, you have a terrace in the city which is clearly as it should be, built against a great row of buildings here of great height. It should not be dealt with in any trivial manner of design, especially if you attempt to put in there landscapes which do not harmonize with such a great terrace as this will be.

This is a screen showing where the railway stations now are, and it also shows where they might be under the diagram Mr. Morton has suggested. That from Twelfth Street through to Canal they have a diagonal and then from Halsted Street they have a diagonal over to Washington and you would have your first great inner circuit. That could be extended, over to Chicago Avenue and could go from there clear down to the lake shore in this way. It seems to us that we have there provided for all the extensions that the future will demand of the center of the city. This, of course, was explained before, a new highway coming clear over to the lake, a governmental highway, and this could be made a great governmental center. I came here in 1855, a little fellow, and we had not had a court house which was ample for our needs, and I think the one we have now will
meet the same fate, and perhaps it is already too small now
and that is true of the other buildings occupied by the
United States, by the state, by the county and by the city.
The time may come when all of these functions can be united
in one neighborhood. When great design, with perfectly
orderly architecture of some noble type can be established,
so that the city shall get out of it something to be proud
of and the public may save both in economy of time and money in doing public business. Of course when that
time comes a great plaza should be made here from which
these streets should radiate. You would have to build that
with a line of radials, of at least three tolerably long
ces. That one exists to-day, this exists in the form of a
street to-day, this exists to-day, and it really will not
require so very much except the purchase of ground to create
that thing, to Halsted Street and the intersection of Hal-
sted and Congress. I do not know that there is anything
else in this diagram that I can touch upon.

A MEMBER: It is one of the greatest changes you have pre-
sented to us to-night, is it not, Mr. Burnham?

MR. BURNHAM: That is the great change in the center of
the city.

This design shows the old town and we do not find
there is anything to be done there except the strip from
Twelfth Street to the River, and crossing the river. We insist upon that. I am sure it is absolutely practical and must be made.

This is the complete system as we propose it; this is Twelfth Street, this is Chicago Avenue, the committees do not attempt yet to determine far enough to say to their fellow citizens of the Club or of the community at large where the port shall be or how many ports they shall be. They are studying the question with an entirely open mind and do not feel that they are prepared yet to give advice. This is a suggestion for excursion steamers. I would like very much to have all the excursion steamers and their activities in sight so that here along in front of Michigan Avenue we can always see them. They have their flags flying and their bands of music playing and their gay crowds of people and it is really an element of life that we might as well enjoy.

There are the same suggestions that were made before as to the stations clearing the entire inner part of the city. There is the grand traction circuit we have spoken of. I feel as Mr. Morton does about that that it should be built Twelfth Street, Halsted Street, Chicago Avenue and that it ought to be made very broad; he said one hundred feet; I should think it might be very much more than that. At any rate Twelfth Street and Halsted Street, that part
should have very much more than that and there should be following every possible passenger system that can be devised over-head, on the surface and underneath, and in the course of time all of them put together will not be more than enough to do the work.

MR. ADAMS: I can understand the force of Mr. Morton's argument. If that belt street, as you may call it, that inner boulevard, is to connect the railway stations; but in regard to those other diagonals which are not radiating lines from the center to the outside, for instance that which leads from the corner of Lincoln Park, are they not apt to create an unnecessary prejudice in the minds of the general public, which after all has got to pass upon this scheme. People will say that they are expensive and of no use. You say the people want to go around the congested part of the city, but I doubt it.

MR. BURNHAM: I say they want to avoid the congestion of the center of the city. I can speak for myself and I presume many others have had the same experience when they are automobiling.

MR. ADAMS: But so few ride in automobiles.

MR. BURNHAM: I was going farther, I was going to say this: that you take all the people of every class, down to the cheapest possible vehicle that may be used by them which goes on wheels, and they probably represent the great mul-
titude; now, to arrange it so that they need not come through the center of the city as they do now in order to find good roads, but may take a detour around it, in my judgment one of the most important things for the city in the bettering of the present congestion, and also for the convenience both in time and money in the increased ability to get from place to place without loss of time. That is the result and the finding of every man who has worked on this subject. I myself found the same thing in Paris. I would go around in order to reach a place and avoid the congested centers. I think myself that it is of very high importance, but I am very glad to hear the criticism and it is worth talking about. Nothing here ought to be decided until it has been discussed.

Now, we will take the plan on Michigan Avenue which has been spoken of several times. There is the water-works tower and this is Twelfth Street. The purpose is to have a plaza here which is on the junction of the two streets, connecting Michigan Avenue with another broad street so that in course of time when there are great numbers of people here in carriages and in all sorts of vehicles they may occupy the front against the buildings without preventing the traffic of other people through. The Field Museum is to go up here and this is a great plaza in front of it. That is the present location of the Art Institute. This is the north and
south connection which has been shown you as it now is. These buildings it is proposed to take away and in place of them to make a gradual rise to the same grade and run over Michigan Avenue, if they desire it. Then make a double boulevard out at this end in order to take care of the multitudes of people.

This is the proposed connection. I will not detain you; you have all had it explained to you before.

This is the proposed intersection of Michigan Avenue and Twelfth Street. Perhaps the Illinois Central Station might be over here fronting upon this magnificent plaza, a place of great beauty, making of that vestibule a very fine entrance into the city. Some sort of enterprise, possibly a hotel might be built here and the structure might be erected, as has been done in Paris, so that the architectural aspect of the whole plaza would be an even one. Of course, that is all an ideal scheme, but it is founded strictly upon logic.

This is a view looking southeast above the intersection of Twelfth Street and Michigan Avenue. That would be, for instance, the Illinois Central. This would be some other great building and this would be Twelfth Street and Michigan Avenue, and you would have a great concourse here which is very much needed at that point.

This is a view from the Railway Exchange Building looking southeast as you have seen, but showing the Field
Museum and the great place in front of Michigan Avenue.

(Appause.)

This is the Field Museum as it was in the last four months of Mr. Field's life. He had a perfect knowledge of it and what it was likely to cost. While he had not in writing said he was going on with this building, he had plainly intimated he was, and he expressed a satisfaction with the design and he knew what it was to cost. As I understood him, his intention was at that time to change his will so as to cover the entire cost of that building.

A little story about that is due to a fellow member of the Club who has gone, because perhaps outside of ourselves there has been occasionally a quick word said about that. Mr. Reem who was a member of our Club was very close to him and he came in two months after his death and told me that he had a letter in his pocket at that time in which Mr. Field just a little while before had written him saying he was going down to New York and he wanted him to be prepared to tell him what the building ought to cost and how much the endowment to run it ought to be. Mr. Reem had been making a careful estimate and had arrived at a conclusion that it would be about eight million dollars, and that Mr. Field should leave a fund of something like three hundred thousand dollars a year to maintain it. Whether he had communicated that to Mr. Field or not I do not, but he was expecting...
Mr. Field and at the time he started for New York in bad health he told me that that was one of his principal purposes in coming down there to see him, to talk with him about this matter and he said everything which had passed between them led him to the conclusion which he was glad to speak of that Mr. Field intended to build it just as it is shown here.

This is the design with the dome. This is the full development of such a building as we, from the bottom of our souls believe, Chicago ought to have. It is noble architecture, it has been purified by years of study.

We do not feel that we are falling much below it in what we now will probably be called upon to do, which is the next design. We have not more than half the money which the other building would cost. We still feel this is a very noble thing. The dome is gone; such a dome as that perhaps would cost at least a million dollars; but the dome would be the finest and the noblest piece of architecture that could be imagined. We are sorry that it is not possible, but it could not be helped.

The great entrance hallway in this management of the design opens right up into the dome, and so the moment you step inside you begin to see the inside yourself. It is similar to that of the domes which in their construction are considered by the artists as the greatest in the world in that they give the most frank disclosure of the in-
terior the moment you step inside of the building. That was the character of a building, of course, we would have preferred to erect. This is a very noble and satisfactory structure and on a very noble scale. It is really on a better scale than any public building in the country. This would be beautiful architecture but, of course, this has lost the magnificence that we might have had.

This slide is looking over the city from Jackson Park or Lincoln Park. Here is the development of the parks outside and of the harbor if it should come to that all along the line of the shore. Here is your civic center back in here. In here, the whole thing worked out symmetrically we have the connected highways. This is another picture looking west. I need give you no explanation of that. You see the civic center in its true relation to all other points. It is an extremely satisfactory thing.

This is a bird-eye's view on a larger scale of a part of the latter slide. This is the center of the same thing. There is the government group location, here again is the park, with the Field Museum, and the proposed extension there, and here the harbor for small boats and here the diagonals.

This is a most satisfactory diagram. It realizes more than anything we have here for you to-night in the way
of the results that would occur. It shows the value of the
diagonals themselves; that you should not approach great
centers by zigzagging; that you should have these short
cuts, enabling the people to pass around the congested
center.

These are diagrams showing the theoretically good
arrangement of railway stations, that is being the center of
a city the railway stations should point inwards. This
shows an improper arrangement where the railways come in
and cross making barriers across the circulatory system.

That is simply an ideal diagram showing how if one
could begin with a city he would construct that part of the
necessary appliances.

That is a small diagram showing the possibilities of harbors on the lake front; one at the mouth of the
river, one at the mouth of the Calumet River down here.
Time alone will settle which is best. The discussion is on in the
city and the whole thing will be threshed out to a conclu-
sion by the Commission appointed for the purpose.

This diagram is an ideal way of handling freight.

This is Chicago, the old parkway west of the river and east
of the river. All that makes up the congested Chicago of
today.

This is the Calumet River at South Chicago. This
is the real center of all the railways that come into the
city. They cross, as you see, here and here and in ev ery
direction. That is very close to the economical neutral point we have in mind, and the scheme would be to have no goods sent into the city except those that are consumed there; keep everything else here and build up the machine in the form of warehouses and manufacturing establishments and railway tracks which would take care of all the goods coming to this point for distribution or going through Chicago, and distributing from there into the city, either to the harbor, the north or the south harbor by an underground tunnel so that wherever manufacturers are found right close to them should be a station either on the waterfront or wherever it may be, and it should be a convenient one. The idea is that with this underground system, and especially the present underground tunnel system, that it should be united into one machine and that the manufacturers could send their goods right through that tunnel to their places of business.

I feel, gentlemen, that Mr. Morton has told the truth in regard to our location and what is coming. What we are after is to make this the best and most economical city in this great country that we are the center of for the handling of goods, and to bring about those conditions which will make it possible to get our goods to us and from us quicker than other places and with less cost per ton for hand-
lies, and at the same time pay strict attention to the enhance-
ment of the attractiveness of Chicago as a place of
residence. There is no reason why we should not do it. We
possess conditions here which only need to be developed to
make this place intensely attractive, and when we bring
these things about in the course of time, (and nobody sup-
poses we can do it tomorrow or next week, or next year,) we
want to be in the position of the wise man who planned for
the long future, who weighs as nearly as he can what must
inevitably come, and then if he has planned well, when that
future does arrive we know we will have done well. It can-
not be done, however, without the plan is available, and that
is the reason why we have engaged in this enterprise. (Ap-
plause.)

PRESIDENT FARWELL: Gentlemen, you have heard the report
of the committees, and now it is necessary to take some
action upon this matter, and before we come to any discus-
sion I would ask if there is any one who has any motion to
present?

MR. W. J. CHALMERS: Mr. president, I beg to offer the fol-
lowing resolution:

Resolved, that the members of the Commercial Club,
having listened with great interest to the various reports
and speeches of the results already accomplished through
Mr. Burnham and the Committees of the Club in the develop-