A PLAIN TALK
ON THE PLAN FOR THE FUTURE DEVELOPMENT
OF CHICAGO.

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The first question that we ask ourselves is--

Why do we need a plan at all? Why not go on just as we always have been doing?

Because we the people do not get enough out of our lives, and not nearly as much as we could if things here in Chicago were different.

Where we find a condition confronting us that does not suit us the question arises - What changes could be made that would help us -

Such changes as will give you and your family more play grounds in your neighborhood -

Arrangement of streets that will let you go to or come from your work or play, quicker, easier and cheaper, thus saving time and money.
The addition of many large parks in order that each of us shall have one not very far away from our own neighborhood and within easy reach of our wives and families, and the street plan can be made so that we can go directly to one of them and from one to another very easily and directly, and especially so that every one of us can reach the Lake Shore in comfort and in the very shortest time, because, as we will see later, this Lake Shore can be made enchanting for us all, and therefore it should be brought almost to the door of every one by means of direct highways leading straight to it, highways given up to pleasant travel upon them not used for business traffic, but for the most delightful and easy movement of the people.

These highways should have lawns, seats and fountains, and should have well kept street cars upon them cheaply operated.

Such changes will make our lives more satisfactory to
ourselves and every one we associate with.

The general result would be good order, and this means beauty, because when you arrange things in order you produce beauty no matter what your units may be.

Good order in the streets is a good thing to impress upon children that are growing to manhood to be orderly themselves.

But there is another side to this good order and consequent beauty business, and it affects just such people as you and I more in one sense than one would think for at first blush, and that is this --

That good order of the streets and parks not only makes our own lives more pleasant and our work easier, quicker and cheaper to get to, but it is at the same time the greatest attraction to those of our citizens who are fortunate enough to have money, as it is to be hoped that you will have and your children may have.

Now, that being the case, how does their liking the
changed appearance of things affect us, the common people. This can be answered by any listener who is present. We are human and at bottom all akin.

If good luck and hard work should make any one of you independent at some future day, would not you and your family like to live where things were worked out in the pleasantest sort of fashion for you?

Would you not go where things are most enjoyable?

I think so, and that is just what the lucky ones do. Well, let 'em - who cares?

Yes, but hold on! When they do spend their time and money somewhere else, that place gets the money, and we at home here in Chicago do not get the use of the cream of the earnings of Chicago's activities.

We as a whole get robbed of it, because we want those big earnings right here in Chicago, in making more and better business so that our employment may be surer and our wages better.
Well! we can't stop them going away to stay in other cities where things are in better order unless we put our own city in even better order than they can find elsewhere.

Then they will stay and spend their money here fast enough and we will get the full benefit of it which we ought to have.

Of course in such a talk one can't bring up all the things that go to prove that Chicago should be put in good order, but a word to the wise is sufficient.

The most prosperous town on earth is the capital of France, - Paris, where for three-quarters of a century the authorities have done everything in their power to make the place attractive, and every one who can, from all over the world, goes there and spends money. - Last year it is said that visitors to Paris spent over 500 millions of dollars. Who got the benefit of it? The hotels, large and small, boarding houses, every person, no matter if he be owner or porter, hotel keeper or clerk, benefitted by this vast sum
by reason of the increase in the amount of work. No one
there need want for work and good wages. The people are
prosperous and happy, and it is all due to the fact that
beauty and good order reigns supreme. And the best of it
all is that the money to do these things comes from the
people who have plenty, and the poorer people get the bene-
fit of it in their lives and in their own prosperity, while
the rich are taxed to pay for it.

Now do you think a plan is necessary? It would not be
if good order could just sort of happen and come by itself.
But anyone who has ever made a garden or a machine, or who
has laid out some work on a building, knows that nothing good
can ever be built unless it is planned out beforehand and
unless it is mighty well planned.

About four years ago a lot of Chicago men got together
who thought the things we have just been talking about. They
knew things were in pretty bad shape here in Chicago; that
the town is very much of it inconvenient and very ugly to
see; that there were not nearly enough Parks or good diagonal streets to shorten distances, and generally, that the place is crowded to death and that we are living together almost like a mob.

So they set to work to find out what sort of a town could be made of the old place as she is. They got so interested that for two or three years many of them neglected their own business for this public one, and not a man took a dollar for his time or services, but put his hand in his pocket and paid for such expenses as help, rent, draftsmen, etc., in order to help the work that had become more than a dream to him. You never saw anything like it. There were 25 or 30 of them actually in the work, and a hundred more who both furnished the money and came at call any time of the day or night. They worked out this whole thing for Chicago. You will find the big pictures in the Art Institute down by the lake, and you can get in for nothing Sundays and Holidays.

I am going to show you lantern slides giving a pretty
good idea of how the thing came up and what it is.

Lots of people say the thing is a dream, but they are mistaken. I say this because Chicago has done things already that were harder to do at the time they were done.

Fifty years ago when this city was a mere village the grades of all the streets on the South Side were down close to lake level.

Picture of old Chicago, 1834 - 40.

Picture of Chicago now.

Well, they hadn't much money or even property, but they tackled the job of raising the whole South Side up, and much of the North and West sides, so that they could make deep basements and good drainage. It was a very good thing and the village did it and in a very short time.

How about the Drainage Canal?

Picture of old river,

Picture new Canal.

Shall we say that this and the direct results, costing
60 millions I think, have not done a wonder for us? When it was proposed it also was called a dream.

**Picture of Chicago 1871.**

In 1871 the town was practically swept away by fire and the people felt it was a dream to think of rebuilding. Now, three years after it was a far more substantial Chicago and you never would have known there had been any fire.

**Bird's eye view of Chicago.**

So much for that.

In 1893 Chicago raised and spent 25 million dollars in what really had the appearance of a "pipe" dream - the great World's Fair - on this spot.

**Jackson Park before Fair.**

Many of you saw it, and the whole world now acknowledges that it was the noblest flower of Architecture ever seen on earth.

**Pictures of Court of Honor.**

In the last 25 years Chicago has raised and spent 225
million dollars on public improvements. Where has it all gone and what have we gotten out of it? If that money had been spent on a good plan just think what would have come out of it.

Let us have a plan for the future from this time on, and let us stand by it. In the next ten years Chicago will spend 150 million or more for public improvements. Let us make sure that this time they are made so they will help each other in appearance and usefulness, and produce a result that we have a right to expect and which will help each and every one of us.

A good plan is sorely needed. It would be foolish to let this tremendous growth go on without directing it wisely. That is what a plan is for, and that is why a large number of men got together, raised about 80 thousand dollars, and collected maps and illustrations of nearly 300 cities; called on engineers, architects, writers, Mayors, Senators, representatives and many other men, to help them, and finally worked out the scheme we show tonight.

Now mind you, we don't say this is the very best that can
be done, but we do say that it is the best that we were able
to do after 3 years hard work, and that we are sure it is
good even if the future does prove that we might have done
better, and such as it is can be judged by you now, and so
our case is to consider Chicago now.

No. 34.

This diagram shows the location of Chicago with regard
to the 7 central states - It is located at the foot of Lake
Michigan.

No. 35.  

Its position is almost in the center of vast country
stretching thousands of miles north, east, south and west,
and undoubtedly the richest on earth in agriculture, forests,
mines, and all those things that men depend upon.

No. 1.

This is a bird's eye view of Chicago taken five or six
miles above the earth from a point way down in Indiana.

Here is the City and here is the surrounding town, here
is the lake and far up north is Lake Superior.

No. 40. op. Eastagram Interior Highways

We are surrounded by many smaller towns, and this picture shows the country within about 60 miles from the center just as you saw them in the previous picture.

All these towns are pretty closely tied up with Chicago in business and private life, and it is not stretching things much to say that the real Chicago includes all this ground, although the legal city limits are less at this time.

Now the planners' task is to connect up the streets and highways already existing so that they shall become the best and afford all the facility they are capable of for public usage.

The roads shown on this map exist now all but about one twentieth of them - you see here - and it need scarcely be said that with the addition of a few links shown by the dotted lines the people will possess a complete system of intercommunication unequalled anywhere. True they are now mostly farm
roads, but they can be improved at very little expense, if each small township would simply do what lies within its boundaries, putting in good pavements, sidewalks, drainage, trees, shrubs and grass plats. This can all be done so cheaply as to make even the poorest communities feel they can easily carry it out.

Now, what results? Why, here is a highway beginning at Waukegan, going around through Libertyville, Algonquin, Elgin, Aurora, Joliet, to Michigan City, being 180 miles long. It exists now almost entire; it is very necessary to improve the road beds; and every farmer or laborer near it is bound to benefit by it.

Now here is another circling roadway about 45 miles from the center of the City; the same can be done with that.

And here is another about 20 miles from the center; the same can be done with that; and another about 10 miles from the center, and the same can be done with that.

Now you notice all these diagonal roads running out from
the center to the outer highway. Well, they all exist today and only need to be improved and you have as good highways as exist anywhere.

And now! See this complete thing in the way of a great map for the grand Chicago that is bound to be here - This Chicago that will be well settled up clear out to this outer limit, in a comparatively few years.

See how easy it is if this plan is carried out to get from place to place quickly. Isn't it worth while to plan for this tremendous improvement when you know now to a dead certainty that it will be done? Isn't it wise to settle how and where the parks are to be so that we and our children may get the very best out of it?

Having looked at the general plan of Greater Chicago, and having established your big outside roadways and your great diagonal arteries to and from the center, you come naturally to the big parks and forests. Where should they be placed?
This is Chicago as fixed by its present legal limits. Twelve or fifteen miles out you see these big green stretches on this map. They are intended to be large wild wood spaces, to be kept just as any natural woods are; a place you may go on your Sundays and holidays and enjoy the flowers, birds and shade of the trees just as if you owned them, as indeed you will.

This one follows the Skokie River and will have running water in it. This one follows the beautiful DesPlaines River. This one is on high, rolling and very beautiful ground. All of these places should be reached quickly and easily, and at very small cost of fares. We think that you should have distributed around where convenient these forests, so that all parts of the city shall have one of them near it, of not less than 60,000 acres, and should be made delightful by every possible means. You see how they are all connected up by forest roads.
A great parkway, as you see, connects these forest areas with each other and with the important parks and parkways that lie nearer the center of the City.

And here the old parks you know so well --

Grant in the center of the City;

Jackson, where the World's Fair was;

Washington, connected with Jackson by the Midway;

Douglas, Garfield and Humboldt, all connected by parkways around to Lincoln Park.

And here, between the great existing parks and the great proposed forests, is a bow, a parkway 600 feet wide and 1 1/2 miles along. Its center is about 7-1/2 miles from the lake.

At these corners are two large formal parks

Show pictures (ampl) Formal Parks — ye.

to be like Jackson, Garfield and Lincoln. And here at the middle of the bow is another formal park, marking the center.

And there are many little parks shown on this diagram.
And there are many little parks shown on this diagram; a few of them exist, as you know, the rest of them must be built soon.

These, together with the grand bow, are to furnish the play grounds so that not a single large area of homes shall be without one close to its doors.

The bow is to be a continuous one, taking care of at least 30 square miles covered with Chicago homes, where children, youth and grown-ups, shall find ample space for games, for shade, for drinking water, and beautiful trees, as good as, and we hope better than the grounds of the wealthy used exclusively by them.

And here on these spaces your children shall be brought up, not in secret places, wherein bad habits and evil thoughts are formed, but in fresh, bright, open conditions that will naturally lead them to clean life, love of helping each other, and good citizenship.

Dont you think such a plan for these play grounds worth
while? And don't you think it will help us all to become acquainted, to understand and be good to each other? If nothing else of this plan of Chicago be done, this playground scheme alone is worth all this grand plan could cost.

But before we leave this Park Plan, we must speak of the Lake Shore, which, after all, is your own dearest possession. You know the pleasure it gives you always to go to the shore, and you know how often you have felt personally injured because so much of it is occupied by commerce, manufacturers and railroads.

Show picture of 12th St. South now.

Well, this is no longer necessary. We have found a way to restore it all,—every foot of it,—to the people full public use.

Grant Park is a public territory; Soon we hope to see beautified with grass, flowers and trees. Jackson Park is the same, and Lincoln Park is the same. Now we propose to connect all these so that the connections, as well as the
parks, shall be on the water.

This is a picture of a proposed outer parkway executed by Mr. D. H. Burnham in 1896.

No. 50-A  Lake Shore development  South

From Jackson Park to the river we propose to build a narrow parkway between the Illinois Central and the water.

No. 50.  A W B. Lake Shore development

Then to have an open waterway about 500 feet wide and not deeper than to your waist, and, inside this, to build, in the lake, a parkway about 600 feet wide, with drives and paths, shrubs and grass, and flowers and trees, this whole thing to stretch from Grant Park to Jackson Park connecting them by land and water.

Over the inner waterway or lagoon to be bridges every mile, on which street cars can carry you from your homes to the outer park where the open lake lies before you. Here in this park everything shall be done to give delight. All the dots of trees that can be made to grow here, shrubs and
and flowers must be found in profusion everywhere. They shall delight you with the forms, their colors and their perfume.

No. 51, producing a beautiful view as we would like to have it.

No. 50-B

Floating on the lagoon, from in front of the City or of Lincoln Park, you will be able to go on protected water, even when there is a storm outside, down to Jackson Park, with the sweetest and gayest scene in the world before your eyes, the odor of flowers in your nostrils and lovely music in your ears.

And I wish to tell you that all this is for the very poorest people. They were the ones thought of first, last and all the time when designing this great Parkway, which is to extend from Jackson Park clear up to Evanston or beyond.
I have shown you the proposed plans for large parks and also for the lake front. This is now a complete plan, showing the streets, parks, play grounds, and their relation to each other.

If we had these diagonal streets - and we have got most of them - how much easier, quicker and better to get from one place to another.

You men who use street cars and want to go from any point on the North Side to some point on the West Side have to come all the way down to the center of the City and then take the West Side cars. You get mixed up in all the traffic on the streets and lose time, and that means money to most of us; and think how much worse it is for our wives, and especially those of us who have growing families to take them over this route. Its a hard day's work for them to take the babies over this route, but how much easier, quicker and safer if these streets were opened up, good cars operated on them.
This shows how a good plan would make it easier on us all and the expense is not going to fall on you so that you would even notice it.

Now here is the plan showing the streets as they are and those that are proposed. The proposed additional streets and those to be made wider are shown here in orange.

Our present parks are shown in green.

The proposed new Park in latched green.

Now these proposed large wider streets are simply extensions of others that do exist now.

These piers are located one at Chicago Avenue and one at 22nd Street, and extend a mile and a half into the lake, and are to be big enough to accommodate hundreds of thousands of people.

Pleasure boats can land and for cheap fares take passengers north or south along smooth protected water.
Here is something that is actually under way now.

Here is Grand Boulevard to 35th Street, South Park Avenue to 22nd Street, a Boulevard over the Illinois Central tracks into Grant Park out at Randolph Street and thence across the river, shelters for those who want to sit down, and everything for the comfort of those visiting them.

This line running through the center is the axis of the City, Congress Street; it is to start at Michigan Avenue and is to be about 250 feet wide until we get to the river, because property is very valuable; after leaving the river to be about 300 feet and until we reach Halsted Street.

Here is located the Civic Center, where it is proposed to put all the Municipal and Government Buildings.

Our County Building, our City Hall and our Federal Building, etc., almost before they are finished are now too small. It will be but a few years before they will be compelled to get other quarters - Its bound to come. They why not provide for it now? At this point then it is proposed
to take about four city blocks and arrange the buildings for convenience and also for beauty.

-CXXI- Group of Buildings, Civic Center.

This is the kind of buildings we want there. Our City is flat and we want a central building with a high dome, imposing in its appearance, and that can be seen for miles in every direction. Beyond and way out to the Park Congress Street to be 600 feet wide all of parkway.

-CXII- No Soc Con-at River

This is a plan showing the North and South connection in Michigan Avenue and is taken from a point near Washington Street looking north.

Here is Randolph and the Illinois Central Railroad.

Here is the River and Pine Street on the North looking way out to the old water tower.

This is the commencement of the incline reaching an elevation so that traffic vehicles pass under and pleasure vehicles on top.
At each street there is an incline so that they can either get on or off this elevation.

This is Michigan Avenue looking south and at the intersection of 12th Street.

This is Grant Park.

Here is an Opera House, and here the Illinois Central.

This is the proposed treatment for 12th Street.

Here is Michigan Avenue and this is 12th Street.

These buildings on the South Side are Railway Stations for the accommodation of those that enter the City from the South.

Here is a diagonal running to the Civic Center. This will give to the West Sides easy access to the Lake, and it is proposed to elevate this part from Michigan Avenue to Canal Street.
This shows the Civic Center and the proposed West Side Stations.

A view from a point opposite the Center showing the Field Museum, Michigan Avenue, with the dome of the Civic Center in the distance.

Proposed view overlooking Grant Park, and is taken from a point about Jackson Boulevard and Michigan Avenue. Here is the Field Museum, and here the Libraries.

Now then, when men of sound business judgment spend their time and money freely for a plan to make our City attractive alike to visitors and business men, it is not from a selfish point they looked at it.

Look at the list,—men who have made their reputations and fortunes,—Bankers, Merchants, Architects, Engineers, Politicians, who are known all over the world—men mature
in age and experience, who could never live to see their entire plan carried out but do want to live to see the people wake up to a sense of what could be done if the money now being spent were used for all the people, and for their own good.

It does not need any stretching of the mind to realize that the masses of the people will be benefitted far more than the rich. Just stop and think what it will do for future generations. Our children will have playgrounds out in the open.

Their minds grow clearer and cleaner. Opportunities for vicious habits will not appear, and with these conditions more honorable men and women will result.