The illustrations and text of this book, as has been said in the previous chapter, present the conclusions of a large number of able men who have been working without cessation for thirty months to find and record an ideal plan for the physical development of the City of Chicago, and, as has also been said about it, while perfection in every detail is not claimed for this design, yet as a whole it is confidently placed before the public in the belief that it fully illustrates what should be done, which, if followed, will bring about conditions of unusual convenience, economy and beauty.

In publishing this work it is fully realized that at first sight a plan representing improvements of a character hitherto unknown, and making many expensive changes in the street system, may seem to be beyond the financial ability of the community. If, however, it meets with the approval of the public at large and they feel inclined to carry it out, they are, as a matter of fact, fully able to do so, for they have a basis for bond issues far in excess of the utmost cost of this land, and in addition thereto whatever other similar improvements may be deemed wise.

If the technical conditions of the laws, state and municipal, need revising in order to enable the people to carry out this scheme, this revision can, without doubt, be made by the people themselves.
If the necessary money can be raised at the present time, what will be the ability of the people of Chicago to raise money in other generations? The money can be raised provided the people think it wise and wish to do it, therefore the realization of this plan depends entirely on the strength of public sentiment in its favor, and what hope is there that the people will desire to carry out its suggestions? A brief glimpse at the past may help us to form an opinion on this subject.

In the fifties' when Chicago was not much more than a village it became apparent that the street levels were too low, that proper drainage and good health required the very considerable raising of the grades of the then inhabited city, at least over what we know of the old town of Chicago, from the main river to 12th Street, and quite a distance over on the West and North sides. This project must have been a very formidable one to the men of that time, but it was promptly entered upon and duly carried out. It involved the raising of all the streets and most of the principal buildings throughout the territory mentioned above. The undertaking for that time was much more serious than would be the case if Chicago of today determines to carry out the entire plan suggested in this report.
Toward the end of the sixties', at which period the idea of acquiring great metropolitan park systems was new, Chicago undertook to purchase and improve a chain of parks surrounding the city on three sides. This scheme, since carried out, was broad enough in scope to supply the needs of this city even up to the present time, when we have 2,500,000 people within the limits of the city. The park system of Chicago is not, and never has been, regarded as a scheme of so-called practical necessity, and yet, some forty years ago, this community had the foresight and the nerve to enter upon the enterprise and carry it to magnificence.

In the eighties' the redemption and purification of the waters in Lake Michigan became a public issue. This was a "practical scheme" and resulted in the drainage canal, or work costing not less than $50,000,000.00 and which took many years of hard work to realize.

Next came the World's Fair in the early 90's unsurpassed in extent, practical arrangement and in architectural beauty. Its cost was very large for the time, over $20,000,000 having been expended on the grounds and buildings alone before the bids were open. That it came into being here, indicates that this people, generally regarded by the rest of the World as rather a
commercial one, than otherwise, are as a matter of fact, deeply appreciated of the higher forms of good order and municipal beauty.

This World's Fair, like the raising of Chicago, the securing in the early 60's of a complete system of parks and boulevards, and the building of the drainage canal went far beyond anything of the same sort ever before undertaken by a city. These four works are the greater ones which have been undertaken by Chicago. They have proven the readiness of the people to take up large schemes of public improvement, which at the time they were undertaken, required great foresight and great faith in the future. Two of them were demanded by considerations exclusively practical, while the other two were not so regarded, but on the other hand were the expression of the deeper sense man and of the value of delightful surroundings. If an accurate statement of the cost of the four improvements could be made it would probably be shown that not far from the same sum had been spent on the practical and on the esthetic side.

There have been other important public improvements made in the City of Chicago by the people themselves, as, for instance, the Chicago Orchestral work, involving the ground and the building, having a value of $1,250,000.00. This orchestral work has cost
the people of Chicago, in direct subscription during
the last twenty years, not less than $1,000,000, for
an organization, which is purely artistic, to be kept
and maintained by the people themselves.

The Art Institute, for which not less than
$1,000,000.00 has been raised and spent, has also been
entirely supported by the people themselves for their
own benefit and is a purely artistic enterprise. Many
other great things have been organized here for public
benefit which plainly proves what the attitude of the
public here is toward such public improvements as are
strictly in the line of this report. The Field Museum,
and the gift of $1,000,000 by a private citizen, the
interest of which is to be spent under the will of the
donor in adorning with public monuments, the boulevards
of Chicago.

Mere increase in population does not prove
that public sentiment in favor of public improvement
will grow in proportion to the population, but the
history of the past does prove that this people
are always ready and anxious to follow when the way
toward great benefits for them is plainly open. We
believe that the tendency which the community has plainly
shown by its acts, all points hopefully to the future
in regard to the adoption of a great scheme for public
improvements. In other words, Chicago has already carried out great schemes of public improvement strictly on the lines of this report, and may we not, therefore, confidently expect them to go on doing as they have done? But there is still stronger reasons to believe that the public will favor such a plan as herein presented. It lies in the growing love of good order, due to the increasing ratio of advancement in education. Everyone knows that the condition prevalent in the 50's would not now be tolerated anywhere, and everyone believes that those of today would not be tolerated by those who follow us. This must be so unless progress has ceased. Education in a community inevitably brings it to a higher appreciation of the value of systematic improvements and it results in a strong desire on the part of the people to be surrounded by conditions which are in harmony with this idea, and as fast as the people can see the advantage to them of more orderly arrangement of the streets, their transportation lines, and their parks, is it not most probable that they will adopt them and therefore the dreams of today will become the common places of tomorrow? And what we now deem fanciful will be of matter of fact to the man of 1925.
If the plan as a whole be approved by the majority of our citizens, because it is found to be both practical and beautiful, the next question will be "What does it commit us to?" In answer to this a general review of the principle things composing the plan may be of value. The following list shows what they are:

1. The Lake Front.
2. The highways outside of the city.
3. Railway and traction improvement.
4. Parks and park-ways other than those on the Lake Front.
5. The Civic center.
6. The streets in the city itself.

The development of the Lake Front from Winnetka to the Indiana State Line is an economic necessity. As was before stated in these pages, the aggregate waste material seeking dumping ground on the Lake Shore, because that is the cheapest place to deposit it, is not less than 1,000,000 cubic yards per annum. This material is enough to produce 27 to 30 acres of land if used to build the Lake Park and park strips recommended in this report. The park authorities would only have to furnish break waters
and bridges and finish the ground. The result of the use of this material in 30 years would be to produce all the Lake Front land recommended in the report for the region between Grant and Jackson Park, but long before the expiration of the above mentioned period the increased amount of filling urgently seeking the Lake Front dump would be enormously increased and we must take care of it, placing it where it would do the most good, instead of allowing it to be wasted in the open lake as at present, with detriment to health and probable final interference with navigation. The proposed building of new traction tunnels under the principal streets of the city will add an enormous amount to the waste mentioned above, and taken by itself will go far toward the completion of the new Lake Shore Parks as proposed. It is evident enough, therefore, that this great improvement, the redemption of the entire Lake Front from Winnetka to the Indiana State Line, and the creation of an extremely beautiful and useful public recreation ground, involves very little expense to the public. There can be little doubt but that this particular part of the plan of Chicago will be carried through, and in fact
most of it is already being done.

2. Turning to the great highway diagram on Page 28, is it not evident that all of it can be realized very cheaply? Ninety five percent of these roads now exist as public highways and the cost of acquiring the other five percent needed to complete the entire system will be nearly nominal. The diagram has a radius of approximately sixty miles from the Chicago City Hall. The cost of widening part, but not many of the roadways, of straightening a few, taking out sharp curves and bad kinks, the cost for the planting of trees and the building of good roads, in fact the entire sum necessary to do all that is called for in this diagram, and to produce the very best results, will be scarcely appreciable, by the owners of land in this great territory, which owners will have to pay for it. This burden, small as it is, will come upon the people outside of Chicago. The city people will have nothing to do with it and the City of Chicago will have nothing to pay, although the improvement will enormously enhance the value of real estate within the city while very greatly increasing
the value of lands outside. Is it not evident that this diagram will be realized at no distant day? A strong organization of active men, formed for the purpose of carrying it into effect is all that is really necessary to insure its speedy accomplishment.

3. The suggestions herein contained in regard to trunk lines, their rights of way, stations and general conditions, are many and serious. The suggestions have been made for the purpose of bringing about the greatest economy of money and time, both in freight and passenger handling. If it be found that the recommendations herein contained will produce conditions really more beneficial to the individual shipper and passenger, they will probably be also found best for the railroads themselves. The direct object in view is to free a large portion of the South Side from tracks and stations and restore it to general business use: to double the capacity of the streets of the whole city by opening circulation North, West and South, connecting these outlying parks in the best possible manner with the heart of the city itself, but over and above all these conditions, although they are everyone of very high importance, remains the economy in the freight handling of Chicago as a shipping center. Our object here has been
to find that general principle, which, if applied will give to the merchants, manufacturers and jobbers of Chicago all the advantages they should naturally have in the great preparatory around Chicago. If this general scheme is not adopted by the public or the railroads some other inevitably will be, because the life blood of this community is involved in the solution of the problem, and the life blood of this community is the cost per ton of handling of freight in and out of this territory as a shipping center. Any general changes in railroad conditions will take years to accomplish. That will be the case if such a scheme as we recommend is carried out, but the public should remember that they will not be taxed to pay for same. When they come they will be railroad enterprises, undertaken by the railroads and carried out by the railroads.

It may be said that the traction recommendations contained in this report are already in the way of being carried out and no great question may be raised with regard to whether or not this work will be carried out. It has practically been decided upon, and will, no doubt, be done. The cost of this part of the work will have to be borne partly by the traction lines themselves and partly
by the public.

4. The additional parks and park-ways recommended in this report are very extensive as they should be. Although it is true that the man of forty years ago did devise a scheme which has been sufficient almost up to the present moment, it is also true that the number, location and arrangement of the parks and park-ways of Chicago today are entirely inadequate for its future development, and nothing is suggested in this report except what has seemed, in the judgment of the men who have gone over the matter, to be absolutely required to bring about what we should have. In the 60's the men and families of that day would live without parks, but we can no longer do so. We now regard the promotion of good, robust health of body and mind, as necessary public duties, in order that the individual may be benefited and that the community at large may have a higher average degree of good citizenship, and good citizenship is what the makers of this design for the development of a city are after. In some locations there are parks and park-ways enough, that is for those living near them; other sections of this city and suburbs which will soon become parts of this city, must be equally well equipped. "Nature," says
Doctor Eliot, "Is the greatest factor in the continuous education of man and woman." The city men should not be deprived of this benificent influence, and if the community undertakes to do for one, it should undertake to do for all parts of the city. The extensive wood lands proposed are an addition not before designed for American cities, although frequently and almost invariably used in Europe. The cost of these added parks and wood lands will be very large and must all be borne by the public, but it is a sane proposition that you should have all that is herein suggested, including the 60,000 acres of wooded territory and the great bow which will occupy at least 600 acres. The acquirement and completion of this system might easily be carried through in ten years, and if the cost per annum is distributed it will not be at all burdensome. The returns will be in greatly increased health and joy of living for yourself, family and friends, and incidently will increase the value of every real estate holding in the city.

5. The civic center should be undertaken and carried out at once. There should be no delay in this matter. The entire status of the West Side depends on giving strong backing to it, although its benefits will not stop
merely with those on the West Side. All the property that is necessary can be had at very reasonable cost now. If this matter be delayed it will cost twice as much in a few years as at present. The ground might well be bought and used as an open park until gradually filled up with governmental buildings, such as those indicated, those for the city, county, state and federal government, because it is sure to come about in the future, as in the past, that the structures already used by the government will soon be too small. When that time comes the United States Government can sell or lease its present Post office building to be used for ordinary office purposes, and the same is true of both the county and city buildings. The effect of the governmental center upon the city at large will be greatly beneficial. It will raise the value of property all over the city and especially stimulate an active on the West Side.

Let the Michigan Avenue, 12th Street and the Civic Center improvement be carried forward, and the Grand plan of this report will be realized within a very short time. They all relate to the best circulatory system for the streets. The civic center should be carried through because of its practical value as an open meeting place for all the citizens for the sake of proper control and dignity and for the sake of general good order and consequent beauty.
Its cost will have to be met by the community at large.

6. The street plan laid out involves a very considerable amount of money. It will be found here as it has in other cities that the opening of new thoroughfares involves large expense, but the value of such a complete and comprehensive circulatory system needs no proof here; it will cost many millions of dollars but the result will be continuous prosperity for all who live here, such prosperity as the city cannot have unless it becomes very convenient and very pleasant to live in.

Finally.

It seems probable that the schemes of outer high-ways and of all the lake front improvements may come about quite naturally and with very little expense to the city, and that the railways will take care of most of the cost of their changes and improvements, leaving part of the cost of the tractions systems and all of the cost of the civic center, parks, and park-ways, except the lake front ones, and the cost of street development for the general public to meet here. As said above, the community has ample financial ability to do all of its part without placing undue burdens upon its finances. Paris had not much more than half a million people and her commercial prospects were far less than ours of today, when that municipality
adopted very extensive street improvements. The scheme adopted was practically completed in thirty-five years. The motive of the Government in undertaking this great enterprise was to create a great attraction for all men, a city so delightful to them that it would absolutely insure continuous prosperity to the inhabitants. The success of the undertaking has amply justified the pains and the large expense. People from all over the world visit and linger in Paris. No matter where they make their money they go there to spend it and there is not a proprietor or workman in Paris that does not benefit by reason of it. Conditions in Chicago are such as to repel outsiders and drive away those among us who are foot loose and able to do so. The cream of our own earnings would be spent here, while the city would become a magnet, drawing to us those who wished to enjoy life. The change would mean prosperity, effective, certain and forever continuous.

If, therefore, the plan is a good one its adoption and carrying out will produce for us conditions in which all enterprises can be carried on with the utmost economy and with the sure chances of successful issue, while we and our children can enjoy and improve life as we cannot now do. The rest of the world will care to dwell within our gates, instead of passing us by or hurrying through our midst as they do now.