MR. PRESIDENT and GENTLEMEN:—

The idea of building a parkway, out in the lake, away from the shore, was brought up last year during a conversation about the proposed down-town parks, with Mr. James W. Ellsworth, President of the South Park Commission, who then expressed the belief that sooner or later such an improvement should be made, connecting the old city front with Jackson Park. After some thought the possibility of carrying it out appeared to be an entirely feasible one, and it was proposed that a design should be made. Mr. Ellsworth did not feel, however, that he could properly ask the South Park Commission to undertake any expense for drawings, before such an expression of the people's wishes had been obtained, as would virtually amount to an order, to the board, to proceed.

At this point, I offered to make a design without cost to any one but myself. This was done, because without explanatory drawings, the project might not be clearly understood.

Before showing this design to you, a few words regarding the necessity for such an improvement may not be out of place.

You have probably already asked yourselves the question: Why should Chicago make any more parks, or do anything to increase the number of its pleasure grounds. I am well aware that I shall fail to gain your support for this project unless I can convince you that the principal end in view is not the pleasure of the people, but their prosperity. I do not,
therefore, propose this scheme of adornment of the city for the
sake of the delight of ourselves who live here, but because
financial
I believe that our condition imperatively demands such an
improvement.

We have been very prosperous, but are not now. Until
recent years supremacy in the grain, lumber and jobbing trades
was here. Do we still hold it? During the last quarter of a
century the country west of us has been developed. Now
business activity consequent upon this development has been
abnormal and has enriched no community more than our own.
It is over, but it has left many of our citizens rich. While
the chances for sudden wealth may not be so great in the future
as in the past, large results, in the shape of fortunes made,
have remained with us, and they constitute the bulk of the re-
sources of the city.

We cannot hope to reap such rapid benefits from trade, in
the coming years, as have been heaped upon us in the last decades
of this century, and therefore we should do all in our power
to conserve what we already possess; so it is highly important
to the prosperity of this city that the incomes of our citizens,
who are now financially independent, should be expended at home,
lest we become, like an athlete, who wastes his tissues by the
energy of his exercise, but who does not take food enough to
sustain him.

Men who possess fortunes may go where they please,
and it is not surprising that they do go where their surround-
things are most delightful to them, and no one need wonder at the increasing tendency of all wealthy people to spend their time and money in Cairo, Athens, Venice, Vienna, Paris, Newport and New York, in which fashionable centres they find charming surroundings which allure and retain them.

I do not know how much money is annually drawn out of Chicago and spent elsewhere; the sum must be a very large one, but I do know that we cannot afford to lose it, especially when our financial prosperity is at a low ebb, when comparatively little is coming in to take the place of money drained away, and I believe that every possible effort should be made, not alone to induce our rich fellow citizens to distribute the bulk of their incomes here at home, but also to turn the tide in our own direction and induce those, who, having ample means, have been in the habit of avoiding us and going to the cities of the east to live.

We have been losing our profits. Can we not put a stop to this, and by the same stroke, keep and increase them? There is no use of expending our breath to point out moral duty to the rich; there is but one way to anchor them at home and bring others who are fortunate, to join them, and that is to make this city highly attractive.

It is for this that the plan of a great improvement on the south shore has been devised; not to add to our own enjoyment but to our means of obtaining a living, and our chances for a competency in old age.

It is no new idea, this proposal to beautify a city, that it may become the refuge for the financially independent.
Athens was a commercial city, which held the supremacy in trade. The time came when the control of the Mediterranean was passing away from her. Pericles, her ruler, read the handwriting on the wall, and plainly saw that the sun of her commercial glory was going down, and he resolved, that, though men might thereafter seek their fortunes in other lands, they should come to Athens to enjoy them, and though Athens might no longer be supreme in trade, she should prosper in the future even more than she had done in the past; and to this end he seized the public money of Athens and of the colonies and with it built mighty monuments in his beloved city, which made her famous. Even now, twenty-three hundred years afterwards, Greece owes her prosperity to visitors, who are attracted there principally by the works erected by a political genius who knew how to permanently retain the prosperity of a city.

The history of Athens, in this respect, is the history of many other cities, in each of which some wise ruler, impressed with the same logic, advanced here to-night, instituted public improvements for the purpose of retaining and attracting wealth and for the benefit of the people.

New York owes Boss Tweed a debt of gratitude, boodler though he was. Washington was made beautiful by the superb planning of Boss Shepherd; Paris was taken to pieces and put together again by Baron Haussman under Louis Napoleon, and now the annual profits to the Parisiens, derived from visitors to that city, exceed the entire expenditure made to beautify her.
You perceive that the changes made in order to allure and attach wealth to the cities I have mentioned were brought about by some individual who possessed absolute power at the time.

The question is, can we, the people, take as broad views of our own needs, and can we exercise the powers we possess, to the end that our city may become supremely beautiful, instead of remaining as it now is, unattractive?

If we set our hands to this work it will be accomplished, but we must see clearly, in the beginning, that half way measures will not accomplish much; that to do a "pretty good" thing will be to waste money, and that only by making an improvement of great magnitude and surpassing attractiveness, will we induce those who can be of highest financial benefit to this community to visit and live with us.

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The plan presented is not put forward as a final one; but is laid before you to give a form in your eyes, to this idea; that you may see how something large and superb effect is possible here in Chicago, something fully competent to bring about satisfactory results.

The design consists of three parts.

Show plans:

1. The downtown park.
2. The connections of the downtown park with the west and north side.
3. The South Shore Improvement.

DOWN TOWN PARK.
The down-town plan consists of the part between the Illinois Central right of way and Michigan Ave.

It extends from Randolph Street to Park Row, and is 300 feet wide, and the part between the Illinois Central and the Lake, which is 1000 feet wide and the same length north and south as the inside piece.

The treatment of the down town park, as a whole, should be formal, because the site is surrounded with buildings that would not harmonize with woodland effects.

Between Randolph and 18th are thirteen streets, coming out of the city and terminating at Michigan Avenue. The central one is Congress Street, which will be made the principal axis of the design. The chief aim for the three hundred feet strip is to bring about, as far as practicable, a symmetrical appearance of the parts on each side of the axis. The second aim is to produce an effect far back in the old city. This will be accomplished by placing upon it, opposite the centre of each street, some monumental object, which shall fittingly mark that entrance, and which shall always be plainly visible to any one going eastwardly. In other words, the great terrace, called the Lake Front, is not only to have its effect upon the beholder standing at Michigan Avenue, but upon any one walking toward the Lake, on any cross street.

I have not time to dwell much upon the details, but will pass in review a few of the principal ones.

The continuation of Congress Street should form a broad approach to the outside park. There should be other approaches
from Michigan Avenue, and they should be at Peck and Hubbard Courts and at Jackson and Monroe Streets. On each side of Congress Street should be a place for a fountain, and each should bear an appropriate name. Between Park Row and Peck Court will be a place for a monument. Between Peck Court and Hubbard Court is the location of the equestrian statue of General Logan, by St. Gaudens, which statue is finished and ready to be placed. Between Jackson and Monroe Streets is the ground upon which the Art Institute stands. These two entire blocks should be laid out to produce the highest possible effect and enhance the beauty of that building. It has been suggested that north and south of the Institute might be placed peristyles, exactly reproducing the finest orders of architecture, which would be appropriate and at the same time of great value to students. It has also been suggested, that the Art Institute might bridge-over the Illinois Central and build an annex, west of the tracks, on the outer park, which would be a good thing for the Institute and for the general scheme as well.

The rest of the three hundred feet strip, that part lying between Monroe and Randolph Streets, should be devoted to a building for annual expositions, and for a memorial entrance to the tunnel which should connect Michigan Avenue with Pine Street, on the north side.

The principal feature of the outer park should be the Field Columbian Museum, which should lie in the centre of it,
leaving a parade-ground on the north and a play-ground on the
south of it. In the extreme southern quadrangle might be
placed the Osgood Library, or this building might be used to
echo the Art Institute Annex and balance the design, as a whole,
by occupying a space south of the main axis, corresponding to
the one north of the annex, to be occupied by the Institute.
North of Monroe Street is to be placed the building of the First
Brigade of the Illinois National Guard, which will contain large
drill halls, Brigade headquarters, two rooms for each Company
of each Regiment, all necessary hospitals, kitchens and other
apparatuses of such an organization. At the north end of the
enclosure of this building, should be a special structure for
the Naval Reserve, which might form a water-gate, through which
the open Lake would be accessible directly from this camp.
The military buildings, as a whole, would present a south front
eight hundred to nine hundred feet long, which might be over-
run with vines and serve to screen the Illinois Central
Railway from the Park itself.

On the main access, that is to say, the centre of Congress
Street produced, at the margin of the Lake, should be a fountain
such as the one which was in front of the Administration Building,
at the head of the Grand Court of Honor at the Fair. Between
the Museum and fountain should stand a monument to Columbus,—
such a one as was designed by Miss Lawrence and Mr. St. Gaudens,
for the Fair. South of the monument should be the Osgood statue
of Lincoln. North of the Museum should be a statue of Washing-
ton. East of the Museum, on the main axis, should be a place for a monument to be built in the future.

A broad roadway is to run around the four sides of the quadrangle, and the section of it toward the Lake will form part of the South Shore Drive, and skirt the play-ground, Museum, statues, fountains, parade-ground and the military camp, and then go north over the viaduct which should cross the river, connecting with the Lincoln Park improvements, so that without coming into the city proper, one can drive beside the Lake past Edgewater and Evanston, to Fort Sheridan and beyond.

There are many minor places for statues, fountains, vases and other objects, but I will not stop to explain them here to-night. The design of the down-park should be severely simple and formal, as far as the plan is concerned, but exceedingly rich in details. In front of the outer park, a very fine yacht harbor is already established; at the south end of the outer park there should be a harbor for smaller craft, that are to ply on the lagoon inside of the great South Shore Drive.

The tunnel of which I have spoken, should be of marble, and should be adorned with statues and mural tablets, forming an object to be proud of.

Picture to yourself a stately white Museum, resting on the grand terrace called the Lake Front, and dominating all the elements of it; The lawns, the fountains, the monuments,
all of which should be placed so as to have some reference to that particular building. No structure in the world has ever had a nobler setting than this would be. Would not such a park form a fitting entrance to the City itself? And yet, it must be looked upon as a vestibule and nothing else, for still more important will be the avenues that are to meet upon it. From this, the people will pass across Michigan Avenue on Jackson Boulevard and then inside of the iron loop that already encloses the world of commerce in Chicago, and thence to the West Park system.

SHOW LARGE PLAN. again

At the southern end of the Lake Front Park will begin the South Shore Drive, which, going above the Illinois Central Railway to the Lake, will extend over a stone bridge of the old Roman pattern, to the first greater outer concourse, and thence south seven-and-a-half miles, to the lower end of Jackson Park. This Avenue should be reached from the land by seven viaducts, each passing over the Illinois Central and extending to a broad concourse on the great Driveway itself. These viaducts should be built of stone, and between the arches should be statuets continuing upward, until they become pedestals on the parapets, on which pedestals should be statues and vases. The piers of the viaducts might be planted with clinging vines, which
would emphasize and adorn the strong masonry.

The Driveway itself should be protected by a sea-wall, designed to express dignity as well as to afford security. Behind it should be a broad terrace, supporting seats made in the old Greek pattern of cement, so placed that the sitter might look out to sea. Next this wall should be a space, planted with tall shrubs, disposed to partly conceal and partly reveal the lake; next this, a bicycle course, and a greensward, covered with flowering plants. Next to this plantation, should be an equestrian-way, and west of it should be the great Avenue itself, with its broad green lawns and its rows of stately trees. Beside the Drive, on the west of it, should be another terrace, with here and there old Greek resting places of stone or cement, some curved into the banks, out of which should flow fountains of water. The floor of this walk, and of the recesses, should be paved with small colored pebbles, in geometrical patterns. The wall itself, which is to be next west of the walk, should be built in long slivers of sparkling stone, like those encircling the Roosevelt Farms that skirt along the Hudson, north of Poughkeepsie.

Level with the top of this wall should begin the broad undulating grounds, some 200 to 400 feet in width, which should finally slope down into the waters of the lagoon and be planted magnificently.

The concourses where the viaducts end should be treated in a monumental manner. There are seven of them in all,
including those at each end of the Drive. The one at the north end would stand at the beginning of the harbor of Chicago, and it should be a statue representing the genius of the City,—the figure of a young man,—visible from the harbor, and from the driveway along its entire length. It should form the Pharos of our inland-sea,—and upon its brow should be a diadem of brilliant lights.

The composition of roadway, lawns, resting places, monuments, villas, trees and plants, should be full of mystery. But the element in the landscape that most appeals to the poetic mind, is the lagoon.

A river-bank six miles long, with trees, bays and islands, is not a great enough project to accomplish the end we have in view, namely: To make the most attractive possible water-way and park-way ever known to man. If we stop with the water, the islands, and the planting, we shall have done only a half-hearted thing, which I do not believe will bring about the change in the life of Chicago, we are after. Could I have twenty to thirty millions of dollars of dollars to spend on great monuments, terraces, landing-places, and sculptured objects, along the shore, between the Drive and the lagoon, I might be able to accomplish for the scheme what I now look to the residents themselves to bring about. The more the rich spend the better for the poor.
Notice the high bank west of the railway. Behind it the earth should be piled up so as to form lawns, from which one can overlook the scene beneath. This wall should be covered with blossoming vines, and should be over-hung with nodding flowers and richly colored foliage, with here and there a statue, half-concealed, symbolizing a mood or force of Nature. From this wall, stone balconies should here and there project, and there should be open spaces through which shady ravines may be seen, planted delicately, in the Japanese manner.

Between the railway and the water need be no wall. The lagoon, the buildings, the banks, the avenues and the lake itself, should be seen through vistas kept always open. The lagoon should be from 400 to 1000 feet broad, and some 30,000 feet in length.

If it should be many islands, ranging in length from 50 to 200 feet, and in breadth from 30 to 200 feet. The South one might be called “University Island”, and upon it might be placed the boat-houses of the University areas, and because the waters of the lagoon will form a noble race course five miles long. Other islands might be used by athletic associations in the city, their buildings being put up under the control of the South Park Commission,—every one pure in style and proper for its place. No building of wood should be allowed anywhere upon the entire system of boulevards, parks and islands.

The south end of the lagoon should be a channel, leading through to the internal waters at Jackson Park, and should be
200 feet broad, so that any one might sail, or row, or float, in launches or gondolas, from the south harbor at Twelfth Street to the south harbor of Jackson Park, a distance of eight miles, and be safe in the lightest of gales, even when a storm rages on the open lake.

Both shores of the lagoon should be ornamented with trees and shrubs adapted to our climate, and especially those that blossom—the apple, the pear, the peach, the horse-chestnut, the wild chestnut, the catalpa, the crab, the lilac, syringas, acacia and dog-wood. The days of May and June should be a festival time upon this water. In the Spring, and Summer, or in the Autumn, when floating upon the lagoon, one should be conscious of the presence of flowers. On the banks should be sweet-brier, heliotrope, mignonette and wild sweet-grasses, the plants that fill the air with fragrance. The form and color of the foliage in planting should be as important to the design as the general arrangement of the Driveway itself. At the margin of the lagoon should be the lotus, the water-lilies, and the lesser colored plants. The water itself should be maintained at a fixed level, by means of locks, between the lagoon and the lake, and no currents should be allowed to tear or damage the delicate plantation.

Under the eastern end of each viaduct should be a canal, from the lagoon to the lake, and under the western end should be boat and bath houses.
Over the lawns frequent vistas should be kept open, leaving glimpses of the lake for people upon the lagoon, the Illinois Central, or the private terraces west of the railway.

Each house should face both the lagoon and the Drive, and it should have no back door or stable, unless concealed within an architectural court-yard.

The trees of the avenue should be very tall. I have taken pictures of many of those growing along the Lake, from Waukegan to Calumet. There are maples 80 feet high and the same in breadth; elms over 100 feet in height; cottonwoods that are over 120 feet in height. An Avenue of pines, elms and cottonwoods can be formed on the South Shore Driveway. 800 trees in all, we will say, every one of which shall approximate 100 feet in height, when set in place, and every one of which shall flourish. There are many thousands of acres of noble trees around Lake Michigan which can be reached by water. The question of moving them is one of expense. If money enough be allowed, any healthy tree can be transplanted, no matter what its size may be; and in five years from to-day, if an order were given, the Avenue might be finished and appear as if it had been there for centuries. Men have spent many millions upon a single building, but have never yet made one that possessed the dignity and nobility of such an Avenue as may be yours here in Chicago. Think of it, winding along six miles,
I believe the project will have the strong support of all the owners of ground and riparian rights, upon the present shore; I believe it because the changes contemplated by the design will produce before their eyes such a vision of beauty as cannot be put into words or pictured on canvas; and to them I would say, that it is not the purpose to deprive them of a view of the Lake, but on the contrary the direct and emphatic aim is to enhance the water views for them, by leaving broad vistas, always open, showing the Lake to those who pass upon the lagoon or the Illinois Central and those who dwell upon the main land. There can be no benefit from this improvement to anybody of citizens as great as will accrue to those who possess property on the main land. Of all the superb pictures proposed to be made for our people, those seen from the railway and the land west of it, will obviously the finest; they indeed will be benefitted, both by the noble prospect itself and by the greatly increased value of their land.
beside the beautiful waters of Lake Michigan.

A few pictures of trees growing near Chicago may interest you.

SHOW THE TREES.
These pictures indicate that tall trees flourish near Lake Michigan, and the splendid elms planted at Lincoln Park, in bowls scooped out of the sandy shore, emphasize the fact, and it is the opinion of those who are expert in such matters, that the design, so far as the foliage is concerned, can easily be realized.

The men of Chicago who have fought her battles, have never been content to pause and rest after deeds accomplished; their faces have ever been turned toward the future, and their motto has been, "I will".

Many things which have seemed to be well-nigh impossible have been completed by the men of Chicago, always with the same impatience of delay, imperiously over-riding every obstacle. The destroyed city rebuilt in a year; the drainage canal now almost completed; the World's Fair, designed in '81, and completed in '93, are but samples of the unchanging genius of the place; and I am confident that what is now proposed will, in a few years, be enjoyed as an accomplished undertaking.

It rests with you. Having the money, five years from this spring, it could be realized, and far more gloriously than is possible to portray. The ablest artists should be employed on the work. When such men come together for a purpose
worthy of their powers, their minds grew subtle, eager, intuitive; their thoughts stimulate each other and suggestions proud to their lips or pencil-bearing fingers. Given such a problem and real men to solve it, and I would almost say: "The shorter the time the better", because intensity stimulates the mind to greater flights than ever come in quiet moments.

Let us imagine that the five years have passed and the dream is realized.

Before us opens a plantation of majestic trees, shadowing over lawns and roadways, upon the margin of the lake. In contrast with it, the shining lagoon stretches away to the north. Behind this the soft bank of the shore, and trains glancing in and out through waving willows. Behind all, the wall of a stately terrace, covered with clinging vines and crowned with statues, and upholding quiet lawns surrounding lovely homes.

The Lake has been singing to us many years, until we have become responsive. We see the broad water ruffled by the gentle breeze; upon its breast the glint of oars, the gleam of rosy sails, the outline of swift-gliding launches. We see racing shells sweep by, urged onward by bronzed athletes. We hear the rippling of the waves commingled with youthful laughter and music swelling over the lagoon dies away under the low branches of the trees. A crescent moon swine in the western sky shining
faintly upon us in the deepening twilight. We float by lawns, where villas, swan-like, rest upon their terraces, and where white balustrades and wood-nymphs are just visible in the gloom. The evening comes, with myriad colored lights twinkling through air perfumed with water lilies, and nature enfolds us like happy children.