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AMERICAN PARK SYSTEMS

Report of the Philadelphia Allied Organizations

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Contents

	PAGE
Introduction	3
Boston	4
Kansas City	6
New York	8
Staten Island	10
Essex and Hudson Counties, New Jersey, and the Palisades	12
Chicago	14
Milwaukee	16
Providence, R. I.	18
Portland, Seattle, San Francisco and Manila	20
New Orleans	22
Ottawa, Canada	24
Baltimore	26
Harrisburg	28
Memphis	30
Omaha, Toledo and Louisville	32
Cleveland	36
St. Louis	40
St. Paul and Minneapolis	44
Hartford, Connecticut	46
Buffalo	48
Washington, D. C.	52
L'Envoi	54
Appendix	56
Description of St. Paul Group Plan, by Cass Gilbert	56
The Situation in Baltimore, by Sherlock Swann	60

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American Park Systems

REPORT OF THE ORGANIZATIONS ALLIED FOR THE ACQUISITION OF A COMPREHENSIVE PARK SYSTEM FOR PHILADELPHIA, ON THE EXISTING AND PROPOSED SYSTEMS OF OTHER AMERICAN CITIES

FACTS not fancies, works not wishes, mark the successful national movement for the preservation of places of natural beauty for the use of the public and the substitution of city squares and playgrounds for spots of wretched squalor and ugliness. This movement, which has secured marked headway in the last few years, has produced notable results. Park systems in some cities are almost complete, in others they are half finished. In yet others, like our own, where parks however fine in themselves are inadequate for the needs of a city that has far outgrown them, the work of adding well-chosen areas and of connecting the scattered parks into a system has just begun.

Believing that Philadelphia has opportunities that are second to none in this direction, and that knowledge of what others are doing may be helpful in the realization of the plans that have been made for adding to the attractiveness of all sections of Philadelphia, the allied organizations publish herewith a number of maps which show the existing and proposed park systems and plans for the grouping of important buildings in several American cities. In each of these maps the ground now in public ownership is shown in green, that which it is proposed to secure, in brown. As the maps are not all made to the same scale, reference to the scale of each is advisable.

While the mere fact that other cities are acquiring such systems may not prove that Philadelphia should do so, it remains true that the *reasons* that impelled such action apply with equal force to this city.

Boston

First place must be given to the most comprehensive, complete and admirable of American park systems, that of Boston. Ten years ago but two-fifths of the present area had been acquired; for the combination of parks in and near Boston into a system and the addition of vast areas have been effected since 1893.

Within the circuit of the Boston Metropolitan Park System are thirty-nine municipalities. Each bore its part of the cost in proportion to its resources and benefits, a proportion determined by a special commission. To secure an adequate system for Philadelphia, it will be necessary to obtain parks in Montgomery and Delaware counties. In other words, instead of the coöperation of thirty-nine political entities, the park movement in Philadelphia will require that of but three.

Within eleven miles of the Boston State House there are over 15,000 acres of park land and twenty-five miles of parkways. Within eleven miles of Boston State House there are 1,200,000 people, or 200,000 *less* than the population of Philadelphia. In Philadelphia we have about 4,060 acres of park land and about one mile of parkway. The Metropolitan Park Commission alone has expended in ten years over eleven millions of dollars, three-fifths of which was for the cost of land. The Massachusetts Legislature of 1903 appropriated to the Commission a further sum of $3,000,000.

It will be noticed, by reference to the map, that Boston's system has not yet been entirely completed. Most of the proposed additions are in outlying sections which are not immediately threatened by building operations. Of the two most notable proposals yet to be accomplished, one has already been provided for by an appropriation to the Park Commission of Boston. This is the extension of the Charles River Reservation along the southern bank of the river to the Charlesbank Playground,—an operation which in many features should be duplicated by the extension of Fairmount Park along both sides of the Schuylkill southwardly to Bartram's Garden, as will be further considered in a later report.

The other great improvement bears some analogy to the Fairmount Park Parkway. This Boston improvement is the proposed main connection between the northern and southern portions of the system, directly across Cambridge and Somerville to the Harvard bridge. It will require the destruction of buildings throughout.

It will be observed that Boston's largest park, the Blue Hills Reservation, lies about eleven miles from the State House. This is a mile and a half farther than the proposed parks along the Pennypack Creek and along Mill Creek are from our City Hall. The Blue Hills Reservation covers 4,857 acres, half again as much land as Fairmount Park covers.

Boston has not only the finest park system in America, but is the leader in the movement for municipal playgrounds, by which is meant open spaces fitted up with outdoor gymnasia, running-tracks and children's sand-courts. They are not connected with schools, and are open to any child or adult. In Boston, under the

Within eleven miles of the State House at Boston, an area occupied by two hundred thousand people *less* than the population of Philadelphia, there are twenty-five miles of parkways connecting parks covering 15,175 acres. Philadelphia's park area is 4,062 acres; but it has begun, though only begun, to improve this showing. Its opportunities are unequaled.

In all the maps, light green shows existing, and brown proposed, parks or parkways.

control of the Department of Parks, *there are fifteen playgrounds, the location of which is such that every child is within a half mile of one of them, while one of the larger athletic fields is within a mile of every child.* It will thus be seen that Boston has not been blinded to the advantage of these smaller spaces by the more remarkable idea of its outer park system.[1]

Kansas City

Boston's example is exerting the influence it deserves, but Kansas City's system, begun in the same year, is but little known. In 1901 it was nearly finished and since then some extensions have been made. It will be noticed that the map does not show any *proposed* additions, all the parks being completely connected into a system. Swope Park, the largest reservation, lies outside of the city boundaries; a parkway reaches it, the part outside of the city limits having been constructed at the expense of Jackson county.

Kansas City now owns ten and one-half miles of completed boulevards, and land has been secured for about sixteen miles more. The total acreage is over 2,000, secured within ten years, while Philadelphia was resting on its laurels, unconscious that other cities were pushing it farther and farther from the lead in park area. Kansas City likewise is constructing public playgrounds, of which the Parade is the central one. It is equipped with all necessary apparatus for athletic sports and outdoor games.[2]

[1] For further information, apply to John Woodbury, Secretary of the Metropolitan Park Commission, 14 Beacon Street, Boston, Mass.

[2] For further information, apply to George E. Kessler, Landscape Architect, 523 Frisco Building, St. Louis, Mo.

Nearly all of this admirably central system of boulevards and parks has been acquired since 1895. The largest park is not shown.

New York

Five years before Boston and Kansas City commenced their park systems, New York secured three large parks in the Borough of the Bronx, and connected them by splendid parkways. Van Cortlandt Park is connected with Bronx Park by the Mosholu Parkway, 600 feet in width and over a mile in length. From Bronx Park a parkway 400 feet wide and two and a quarter miles in length, leads to the Pelham Bay Park, 1,756 acres in extent. It is proposed to continue the Grand Boulevard and Concourse southward, to connect it with Fifth Avenue, thus completing the connection of the Bronx Parks with Central Park and the heart of the city at Fifty-ninth Street and Fifth Avenue.

At the foot of Manhattan Island a number of small parks have been acquired within a decade at an expenditure of many millions of dollars. The land for three of them, covering ten acres, cost $5,237,363. Central Park, which covers 840 acres, cost for the land alone $5,028,844. It was acquired from 1853 to 1863. In other words, by New York's delay in securing sites for small parks and playgrounds it has been obliged to pay more for these three small parks than it did for the whole of Central Park. The advantage of securing outlying parks in time, thus strikingly illustrated in New York, is now well shown in Philadelphia. It is probable that the proposed Pennypack Park from crest to crest, through a length of six miles with an area of a thousand acres, can be secured for about $500,000. A triangle of ground two and three-fourths acres in extent, at the entrance to Fairmount Park, covered with houses instead of trees, has recently been condemned by the city for park purposes, at a cost of $400,000.

New Yorkers, spurred on by the city's want of breathing spaces, its great congestion of travel and its ugliness, and inspirited by the success that the outer-park movement is obtaining throughout the country, recently secured the appointment of an official body called the New York City Improvement Commission. That Commission has just rendered a preliminary report, urging the acquisition of a large part of the water-front along the Hudson River and East River, the extension of Fifth Avenue to the Grand Boulevard and Concourse already mentioned, and the acquisition of park areas in Staten Island and in Brooklyn. The report was published after the plates of the map of New York's existing system, which is printed herewith, had been made. A notable recommendation follows:

"Although, as above said, the expenditures necessarily required by any proper plan must be large, they could in many instances be greatly reduced, if the City had the power exercised in many European cities of condemning more than the area actually required, so that the City might reap the benefit to be derived from the enhanced value of neighboring property; and, in the judgment of the Commission, steps should be taken to secure such changes in the constitution and legislative enactments as may be necessary for the purpose. This method of taking more land than required, with the object, by resale at an advance, of recouping part of the expense, has been applied in various large cities of Great Britain and

Since this map was prepared, an important report of the New York City Improvement Commission has been published. A number of connections and new parks are proposed. The Mosholu parkway, and the Bronx and Pelham parkway already acquired, are 600 feet and 400 feet wide respectively, being really elongated parks.

the continent where extensive alterations have been undertaken for securing architectural effects, remedying sanitary conditions or improving the city generally, and it is questionable whether many of the improvements would have been otherwise accomplished. Objections to giving the City such power have sometimes been raised, on the ground that it might be abused or injudiciously exercised. In these times, however, of increasing municipal activities, when so many more extensive powers are constantly being entrusted to those charged with the administration of the City's affairs, such objection can scarcely be considered necessarily fatal or conclusive, if proper safeguards and limitations are imposed."

This necessity is becoming more clearly recognized throughout the United States. If Philadelphia had the authority to condemn land on both sides of the Fairmount Park Parkway, while the initial expenditure would, of course, be larger, in the long run it is altogether likely that the City would be able to recoup itself the entire expense. In other words, Philadelphia's taxpayers will pay from eight to ten million dollars, because the City has not this authority. Further, if it had the authority, the City, having secured title to these properties, could sell the land with building restrictions, thus insuring a more beautiful approach to our great park.[1]

Staten Island

Two years ago, the Staten Island Chamber of Commerce, a business organization, be it noted, determined that, as that Island is likely to be a residential section, no time should be lost in securing a complete system of parks, playgrounds and parkways. It accordingly appointed a Committee, which on December 19, 1902, presented a report recommending the acquisition of more than 3,500 acres of parks and 200 acres of playgrounds. The report contains a comparison of the per capita park acreage of the leading cities of this country. When we find such a comparison in official reports made by other cities, it would seem time for us to take vigorous measures to improve Philadelphia's showing.[2] This is the table:

Washington, D. C.	1 acre of park lands for every	78 persons
Essex county (Newark, N. J.)	1 acre for every	100 "
San Francisco	1 " "	128 "
Minneapolis	1 " "	140 "
St. Paul	1 " "	141 "
Indianapolis	1 " "	157 "
Louisville	1 " "	163 "
Boston	1 " "	230 "
Detroit	1 " "	253 "
St. Louis	1 " "	272 "
Cleveland	1 " "	277 "
Philadelphia	1 " "	350 "

[1] For further information, apply to Secretary New York City Improvement Commission, New York City, N. Y. or Milo Roy Maltbie, Assistant Secretary Art Commission, City Hall, New York.

[2] For further information, apply to Cornelius G. Kolff, Staten Island Chamber of Commerce, Staten Island, N. Y.

A business organization, the Staten Island Chamber of Commerce, foreseeing that the Island will be residential, proposes to secure one-tenth of it for recreation purposes

Essex and Hudson Counties, New Jersey and the Palisades

Within a few minutes' railroad ride of Wall street is the most remarkable *county* park system that has yet been acquired in the United States. Nearly all the citizens of Newark and the Oranges, which are located in Essex county, are New York business men, and therefore the park system that is about to be described is, in fact, a portion of the park areas reserved for New Yorkers. In 1894 there were in Essex county but twenty-six acres of park land and no parkways. A commission was then appointed, and by means of five loans, a million dollars at a time, the commission has acquired 3,500 acres of park lands and three miles of parkways. The parkways are described as "but the beginnings of an extensive system of connecting parkways."

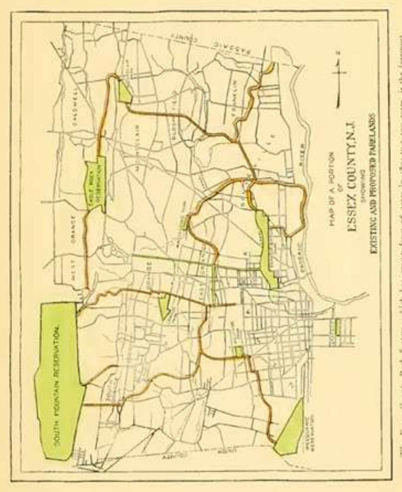
In the neighboring Hudson county, in which Jersey City is located, a Park Commission has recently been appointed but has not yet published its first report. The Commissioners, however, state that their system will connect with the Palisades Interstate Park. This park is being secured by the joint action of the states of New Jersey and New York. It will preserve eleven miles of the shore frontage of the Hudson where the famous Palisades are located. About six miles have already been purchased.

It will thus be seen that citizens of New York, whether they live on Manhattan Island or in the Bronx, on Staten Island or in Brooklyn, or in Essex or Hudson counties, New Jersey, are securing park systems that are gradually becoming connected throughout. They have not been deterred by the difficulties in their way, such as the enormous expense of land in New York, the difficulty of securing the appointment of an official commission by Greater New York, the difficulty of securing State action, as in the case of New Jersey, or the greater difficulty of securing interstate action, as in the case of the Palisades Park. It is curious that people in many cities,—for Philadelphia is by no means alone in this regard,—believe that the difficulties that confront them are greater than those that confronted their sister cities. Sometimes these difficulties are exaggerated by officials in order to excuse delay in finding a way of overcoming them. In many ways, including the financial, Philadelphia has a much easier task than other cities.

For further information regarding the Essex County Park System, apply to Alonzo Church, Secretary Essex County Park Commission, 800 Broad Street, Newark, N. J.

Regarding Hudson County Park, apply to Walter G. Muirheid, Secretary Hudson County Park Commission, No. 1 Exchange Place, Jersey City, N. J.

Regarding the Palisades Interstate Park, apply to J. DuPratt White, Secretary Palisades Interstate Park Commission, 31 Nassau Street, New York City.



The Essex County Park System, which has grown from 26 acres in 1894 to 3,500 acres, is the foremost suburban County Park System in America

Chicago

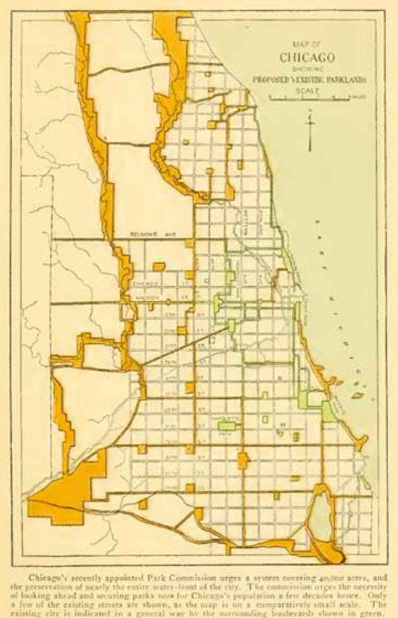
"In 1869 Chicago began building a system of parks connected by boulevards. In 1880 it had two thousand acres. Twenty-three years later these parks were inadequate to the population, and to meet the obvious need Chicago entered upon a scheme of park extension."

In 1903, the Commissioners were authorized to spend $6,500,000 for new parks. This has gone for parks varying from five to three hundred acres in extent, mostly in or near centers of dense population. The average cost of construction is $90,000, of maintenance $20,000, per annum. This is because they contain outdoor gymnasia, swimming-pools, etc. Grant Park, the old Lake Front of the heart of the city, has been increased in area fivefold; Lincoln Park greatly extended; Jackson Park, where the Exposition was held, has been rehabilitated. Chicago now has eighty-four parks, aggregating 3,169 acres, connected by forty-nine miles of boulevard.

Not content with these improvements, Chicago has appointed a commission to prepare plans for a comprehensive outer park system. Its report just presented shows that Chicago has much land naturally suitable for parks not many miles from it. The map indicates the proposed takings, though it gives but a poor idea of their extent. To the north, where the shore of Lake Michigan rises into bluffs with wooded ravines between them, is shown a park of 7,000 acres; in the west, another of 8,800 acres. The valley of the Desplaines River, skirted by woods and meadows, will afford a park drive of twenty-five miles in length. In the southwest the noble forests of the Palos region will give a park larger even than Blue Hills, near Boston, and toward the south a preserve about Lake Calumet will afford a recreation space for the toilers of South Chicago and Pullman. In all, eighty-four new parks are proposed, aggregating 37,000 acres, extending twenty-five miles into the country, and to be acquired at a probable cost of $25,000,000.

All this has its suggestion for Philadelphia. Chicago foresees that its present system, inadequate for a city of 2,000,000 people, must be greatly augmented in the near future if conditions are to be at all tolerable for the 8,000,000 people who will probably live within its metropolitan area fifty years hence.

For further information, apply to J. F. Foster, General Superintendent South Park Commissioners, 57th Street and Cottage Grove avenue, Chicago, Ill.; Dwight Heald Perkins, Architect, 1200 Steinway Hall, Chicago, Ill.



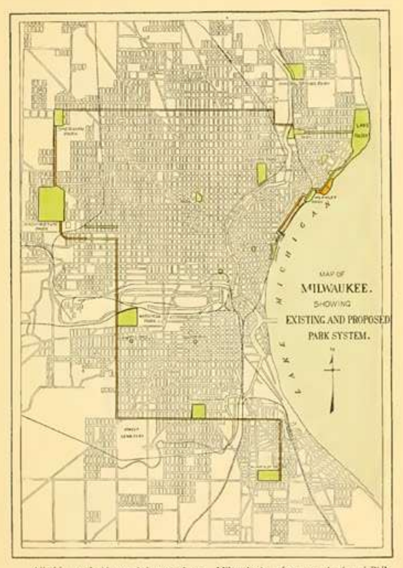
Chicago's recently appointed Park Commission urges a system covering 40,000 acres, and the preservation of nearly the entire water-front of the city. The commission urges the necessity of looking ahead and securing parks now for Chicago's population a few decades hence. Only a few of the existing streets are shown, as the map is on a comparatively small scale. The existing city is indicated in a general way by the surrounding boulevards shown in green.

Milwaukee

The existing and proposed park system of Milwaukee is less interesting than many of the others, because it follows the lines, always unfortunate, of the gridiron system of streets. It will be observed that but a small portion of the connecting links has been constructed. One interesting feature, however, and one that is a significant result of the park movement, is the proposal to connect existing parks along the lake-front with the large Lake Park at the north, thus bringing it into intimate connection with the city's heart.

This appreciation of water-fronts is becoming more notable with every new report on existing or proposed park systems. In the case of small streams, the usual plan is to preserve the valley from hill-crest to hill-crest. In the case of the larger rivers, flowing through what will ultimately be the centers of cities, the adoption of the treatment by European cities of their water-fronts is being more and more strongly recommended.

For further information, apply to Frank P. Schumacher, Secretary Park Commissioners, City Hall, Milwaukee, Wis.



All cities are looking to their water-fronts. Milwaukee's unfortunate adoption of Philadelphia's street system is responsible for the uninteresting character of the proposed park connections.

Providence, R. I.

Providence, Rhode Island, is a notable proof of this appreciation of the waterways. The lines of the existing and proposed parks and parkways are largely determined by the streams. The conditions that confronted the Public Park Association of Providence in the number of corporate entities to be dealt with were similar to those that confronted the makers of the Boston system. Providence has solved the difficulty in the same way by the appointment of a Metropolitan Park Commission. This appointment was made only in the early part of November, 1904. It is thought that the Commission will publish its report at about the time that this report on the Park Systems of American Cities appears.

The existing areas of the Metropolitan Park district around Providence are somewhat less than 1,400 acres. The Blackstone Boulevard is 9,300 feet in length and 200 feet in width. Elmwood Avenue is parked by means of grass plots for about two miles, as our own Girard Avenue ought to be. The shores of Scott's Pond are maintained as a public park by its owner, a manufacturing corporation, in the belief that the enjoyment of them adds to the efficiency of labor of the neighboring employees.

A general idea of the extent of the proposed additions can be gained by comparing the brown on the map with the green. A greater area than there appears will, however, be secured for public uses, because of the admirable use of water. Not including these surfaces, the proposed Metropolitan Park System would add about a thousand acres. Mr. Henry A. Barker, Secretary of the Providence Park Association, states:

"It is expected that a large part of it will be given by owners for the purpose of adding to the value of their own adjacent lands. As the features of irregular contour which give these places special value for public reservations have retarded building operations and the laying out of streets in the past, it is thought that a sum between two and three millions will amply suffice for acquiring such land as needs to be purchased. The length of connecting driveways necessary to make the 'inner circuit' will be about eighteen miles. The 'Pawtucket' and 'Pawtuxet' parkways add eighteen more."

For further information, apply to Henry A. Barker, Secretary of the Metropolitan Park Commission, 32 Custom House Street, Providence, R. I.

A Rhode Island Metropolitan Park Commission was created by Act of the Legislature last November. The preliminary report contains the above system, proposed by the Providence Park Association. The appreciation of parkways along streams as well as rivers is evident.

Portland, Seattle, San Francisco and Manila

Turning from Providence in the East to the Pacific Slope, we publish herewith the proposed outer park system of Portland, Oregon. It shows a clear understanding that provision must now be made for the needs of coming generations. At the same time that this admirable system was prepared, the City of Seattle, Washington, employed the same landscape architects to suggest a similar system.

Under the lead of a business organization, the Merchants' Association of San Francisco, four millions of dollars out of a total loan of eighteen millions were recently voted by the people of San Francisco, for the purpose of beautifying that city by means of parks, parkways and public buildings, the sum being about evenly divided between them. San Francisco has less than one-third of Philadelphia's population, so that a loan of $12,000,000 would but add to Philadelphia's attractiveness proportionately as much as San Francisco's recent loan will improve that city.

Ex-Mayor Phelan, in a recent letter to the New York "Tribune," states that the Golden Gate Park and the Presidio, a United States reservation, are to be connected by a park drive a block wide, for the distance which separates them, which is nearly a mile. He adds:

"It is proposed to purchase in different parts of the city two large playgrounds for children, and, in that part of the city known as the Mission, to acquire two blocks for a local park. All this work may be said to be under way, inasmuch as the bonds are authorized and will be sold as the funds are needed, and condemnation suits have been ordered by the city fathers.

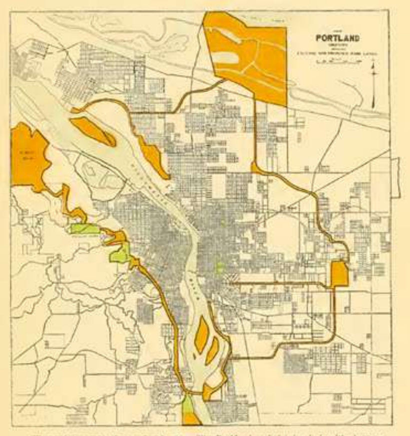
"This initial work has been done without any definite plan. But what has been proposed is not inconsistent with a plan which is now being made by Daniel H. Burnham. * * * He has twice visited San Francisco recently, and is now in Manila, executing a commission for the Government for the improvement of that city. He is expected in San Francisco on February 25, and will have his report ready, as promised, before June 1.

"A society of citizens, known as the Association for the Improvement and Adornment of San Francisco, invited Mr. Burnham to make a plan, and he volunteered his services, the Association to bear the expense of draftsmen and other accessories. It is the intention of this Association to present the plan to the Board of Supervisors, or City Council, which is much interested in the work, and will, no doubt, be governed by Mr. Burnham's suggestions as far as they are practicable."

For further information regarding Portland and Seattle, apply to the Olmsted Brothers, Landscape Architects, Brookline, Mass.

For San Francisco and Manila, to Daniel H. Burnham, 1417 Railway Exchange Bld'g, Jackson and Michigan Boulevards, Chicago, Ill.

For San Francisco, L. M. King, Secretary Merchants' Association of San Francisco, Mills Building, 7th floor, San Francisco, Cal.



The park movement is a national one. The Pacific slope is joining in it with characteristic enthusiasm. Seattle and San Francisco are abreast of Portland. The last report of Portland's Park Commission urges the acquisition of this system.

New Orleans

Turning from the West to the South, we find New Orleans, although staggering under a load of debt caused by the war and the carpetbaggers' régime, accomplishing through noble endeavor a movement toward the City Beautiful. An extract from a letter from Mr. William Woodward will give the spirit and the facts of this southern city's energy.

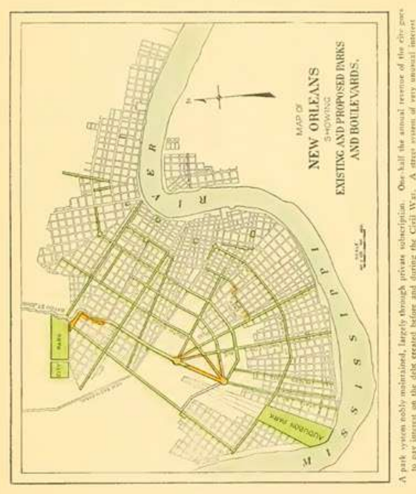
"I am proud that we have fallen into line of improvement at last. Of first importance is the rapid advancement of the work on the drainage, sewage and improved water-supply systems, for which some fifteen millions are already provided. The Legislature has recently authorized a bond issue of two millions to improve the wharves. The Central Commission of Parks and Avenues has begun active work and has secured the passage by the City Council of an ordinance dedicating a parkway, connecting the two principal parks, Audubon Park and City Park, following what is roughly the string across the bow of the crescent formed by the city along the curving bank of the Mississippi River. This wide parkway will furnish splendid sites for public institutions."

Mr. Woodward's last sentence is not intended to apply to the Fairmount Park Parkway, but it does so accurately.

Mr. Allison Owen writes:

"The Park avenues and squares are cared for out of public funds given to individual commissions composed of from five to twenty-five citizens, who receive money from the public treasury and expend it as they see fit, making periodical reports. A little over a year ago the writer suggested the advisability of forming a central body, composed of two delegates from each of these various park and avenue commissions; the Central Commission was the result. Through it several other commissions have been formed. The whole subject of municipal improvements is a very difficult one in New Orleans, on account of the very small amount of money that it is possible to secure from the public treasury with which to do the work. *Many of our best avenues are maintained entirely with funds privately subscribed by public-spirited citizens.* The present generation has fallen heir to an enormous city debt which was started during the opulent period preceding the Civil War and very largely increased by the carpetbag administration during reconstruction days. *One-half of our present total revenue annually goes against this debt.* The growth of the city during the last four or five years promises such an increase in population and taxable values that we are sanguine enough to believe that means will be found to extend and complete our present system; also to undertake very large and comprehensive improvements in the way of drives, parkways, playgrounds, etc., through the district which is at present unoccupied north of the city, if necessary throwing aside the severity of the gridiron street plan which some former city engineers has put on paper, but which up to the present has no other existence."

For further information, apply to William Woodward, Tulane University, or Allison Owen, Central Commission of Parks and Avenues, New Orleans, La.



A park system nobly maintained, largely through private subscription. One half the annual revenue of the city goes to pay interest on the debt created before and during the Civil War. A street system of very unusual interest

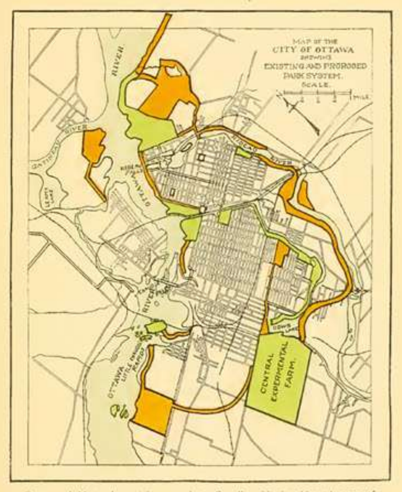
Ottawa, Canada

Turning to the North, we find that the movement for park systems and the general beautification of cities is international. The Government of the Dominion of Canada appointed a commission to prepare a plan for the improvement of its capital city. There are few, if any, inland cities in the world that compare with Ottawa in the extent and picturesque character of the rivers and streams within her boundaries. While a small portion of their shores had already been secured, it was obvious that the public ownership of them should be greatly extended.

Chief Webster, of the Bureau of Surveys of Philadelphia, in advocating increased park facilities, has carefully estimated that by 1950 Philadelphia will have a population of 3,500,000 people. In the same spirit Mr. Frederick G. Todd, the Landscape Architect of the Commission on the Improvement of Ottawa, said in his Report:

"It does not require an unreasonable amount of faith to believe that the Ottawa of today is but the infant Ottawa of fifty years hence, and that the end of the present century will see Ottawa grown to such proportions that we of today would hardly recognize it. You may ask, is it reasonable to look so far ahead as one hundred years or more, and to make plans for generations in the distant future? We have only to study the history of the older cities, and note at what enormous cost they have overcome the lack of provision for their growth, to realize that the future prosperity and beauty of the city depends in a great measure upon the ability to look ahead, and the power to grasp the needs and requirements of the great population it is destined to have."

For further information, apply to Frederick G. Todd, Esq., Landscape Architect, Record Building, Montreal, P. Q.



Ottawa and Montreal are giving examples to Canadian cities in taking advantage of their natural resources. The water-front of Ottawa is striking

Baltimore

Unstunned by the conflagration, the Municipal Art Society of Baltimore has recently issued a very valuable report upon the parks of Greater Baltimore, which it had prepared to publish before the fire. The map herewith reproduced shows that portion of the proposed system in the immediate vicinity of the city. Reference to it will show how completely this city will be surrounded by parkways, connecting the four existing large parks located at the four corners of the city. The proposals to accept the opportunities offered by the creek called Jones' Falls,—famous as the natural barrier which limited the ravages of the fire,—by the Back Bay River and Herring Run, by the Patapsco River and Gwynn's Falls and Gunpowder Falls Creeks, suggest the like opportunities furnished by Philadelphia in the exceptionally beautiful valleys of the Pennypack Creek and Mill Creek, Cobb's Creek and Tacony Creek.

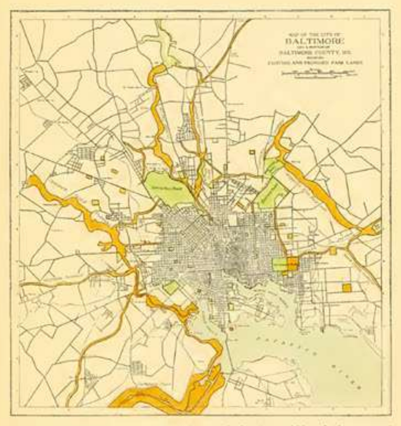
In publishing its Report, the Municipal Art Society of Baltimore obtained the coöperation of a number of other Baltimore organizations and guaranteed the cost of the Report, hoping that in recognition of its value the City would assume the contract. The hope was well founded, and the City appropriated $3,500 to pay the printers and the landscape experts, an example which the Allied Organizations of Philadelphia cannot but hope will be followed by a city which is more than three times the size of Baltimore and which has not suffered a great conflagration.

Baltimore now has 1,447 acres of park land. The proposed addition to Baltimore's existing parks would give twenty-four small parks, covering altogether 204 acres; additions to existing parks of about 320 acres; and valley parks and radial parkways with cross connections varying in width from 200 feet to a quarter of a mile, the total length being about fifty-six miles. In addition, great public reservations are proposed, one of which would cover about 2,560 acres of water area and 2,400 acres of land area; another, about 800 acres of each kind of area; a third, 1,100 acres of land area and 180 acres of water area. Reservations that are even greater in extent are scarcely more than suggested in the Report, because of the pressing importance of other recommendations made therein. These outlying reservations cover sixty-one and three-quarter square miles.

The estimated cost of securing the land for this system is $3,000,000. A loan of $1,000,000 was voted upon affirmatively in April, to begin the system.

A lucid idea of the conditions of public improvements in Baltimore subsequent to the fire may be had from the striking letter of William Sherlock Swan, printed in the appendix.

For further information, apply to Theodore Marburg, 14 Mt. Vernon Place, Baltimore; or, to Frederick Law Olmsted, Jr., Landscape Architect, Brookline, Mass.



Baltimore, undismayed by the fire, is going ahead with the acquisition of this system. A loan of one million dollars, which will secure about one-third of the land, was voted upon affirmatively in April of this year (1905).

Harrisburg

Harrisburg, the Capital of our State, has secured the lead of Philadelphia, a lead that as Capital it ought to have, but a lead that Philadelphia, as the most important city of the State, ought to have held. A number of public-spirited citizens secured a report on a park system for that city, a map of which is herewith reproduced. A campaign was fought recently upon the question whether or not that plan should be adopted in principle, and the candidate who stood upon its adoption secured the mayoralty. It will be observed that a very important part of the recommendation is the preservation of the banks of the Susquehanna. This does not involve quite the same difficulty that the redemption of our own water-front along the Schuylkill involves, because it is not necessary to root over railroads in order to shut them out of sight; but the same idea should undoubtedly be adopted for the Schuylkill as has been adopted and already partly carried out for the Susquehanna.

We are glad to note the agitation for the extension of the Capitol Park toward the railroad. It should be extended all the way, and a monumental station erected, with government buildings on each side of the park. A similar proposal is now being carried out in Cleveland. This is not a matter that concerns Harrisburg so much as the Keystone State.

For further information, apply to J. Horace McFarland, Harrisburg; or, to Warren H. Manning, Landscape Architect, 1101 Tremont Building, Boston, Mass.

The existing and proposed system of the Capital of Pennsylvania

N. B. The block east of the State Capitol is shown green through a mistake of the plate-makers. It should be brown. This extension should be made and better public buildings grouped around it, with a Union Railroad Station at its eastern end. This would give an impressive entrance to the Capital of the State.

Memphis

Memphis was one of the first cities of the Middle West to acquire a chain of parks. It will be observed that its system is already fairly complete. The use of the water-front is not considerable, but the Mississippi River is its only water-front, in sharp distinction from Philadelphia. This city is exceptionally fortunate in its two river-fronts. The Delaware is amply able to take care of the larger traffic, leaving the Schuylkill for such traffic as the Seine takes at Paris,—coal-barges, river-transit systems, etc. Such traffic will not at all interfere with making the Schuylkill a water parkway, occupying the very heart of our city.

For further information, apply to George E. Kessler, Landscape Architect, 523 Frisco Building, St. Louis, Mo.

Memphis, with but one water-front, makes little use of it for park purposes. With the Delaware entirely competent to take the business water traffic, Philadelphia has a rare opportunity to make the Schuylkill a park river throughout the city.

Omaha, Toledo and Louisville

The bad influence of a system of streets prepared for a comparatively small city and indefinitely extended is shown in Philadelphia, where William Penn's plan of straight streets and rectangular blocks, unrelieved by diagonal or curving streets, has been ruthlessly extended beyond the limits for which Penn intended it. But Philadelphia's example to other cities has been as bad for them as for herself. Omaha illustrates the force of this; yet the park system, already secured, tends to break up the appearance of monotonous regularity of the city map. This system has been acquired within the last few years. It is proposed to secure other parks in outlying sections. The southern portion of the city is already fairly surrounded by the most interesting portion of the park system. Fifteen miles of parkways have been constructed, varying from 150 to 200 feet in width. Another parkway ten miles in length is officially proposed.

Toledo is also in the movement for connecting its parks by parkways. The approximate length of its parkways will be twelve miles, their width varying from 150 to 250 feet. Less use of the water-front is made than appears desirable.

Louisville, Ky., is one of the cities that is at the beginning of the acquisition of a park system, although an approach to its main country park, and a return drive have already been secured. Connections with the water-front parks have been suggested. A great deal has been done in Louisville in the direction of children's playgrounds, and the reports are valuable, distinctly.

Cities that secure outer parks grow into regions that are well supplied with breathing spaces. Their death rate in the future will be less than their present death rate.

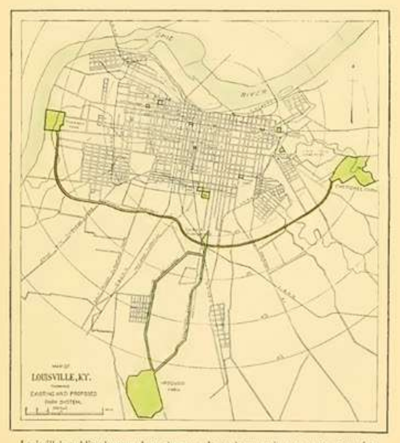
For further information regarding Omaha, apply to C. D. C. Jewett, Secretary of the Park Commission, Omaha, Neb.

For further information regarding the Outer Park System of Louisville, apply to Frederick Law Olmsted, Jr., Landscape Architect, Brookline, Mass.; for Playgrounds, to the Secretary of the Louisville Recreation League, Louisville, Ky.

Regarding Memphis, to George E. Kessler, 523 Frisco Building, St. Louis, Mo.

The park system makes an interesting variation in the otherwise monotonous system of streets

Five miles of these parkways are in use. The idea of a system—parks connected by parkways—is here adopted



Louisville's public playgrounds are famous. Its park connections are not yet complete

We now come to a group of cities that are not only acquiring outer park systems, such as will be suggested for Philadelphia, but securing central embellishments by parkways and grouping public buildings, just as the Fairmount Park Parkway will embellish the center of Philadelphia and will afford sites for all public buildings to be erected hereafter.

Cleveland

THE GROUP PLAN

In a report of the St. Louis Group Plan Commission, to be hereinafter referred to, there is the following sentence:

"The City of Cleveland, which has a population of about one-half that of St. Louis, has actually started work on a municipal group scheme which the average citizens of any city in the United States would pronounce 'ideal, but absolutely impossible of fulfilment.' Cleveland has condemned acres in the best part of the municipal district and is building the buildings, just as she created her wonderfully beautiful park system."

This "ideal, but absolutely impossible-of-fulfilment" plan that is being fulfilled was suggested several years ago, when it happened that the construction of a City Hall, a Court-house, a Public Library, a new Union Station, and a United States Postoffice was being considered. It was proposed that these buildings should be arranged around a mall so as to increase their convenience, to produce a complete effect, to enhance the beauty of each other and to give to the stranger an impression that would never be forgotten. After several years of effort, the plan herewith reproduced was presented and has been adopted. It consists of a central mall cut from a part of the city, which, though near its center, has no buildings of great value, the land itself being less costly than that which surrounds it. At the head of this mall the United States Post-office is now in course of construction, balancing which appears the proposed Public Library, while at either side of the foot of the mall and facing the lake are shortly to be built the City Hall and the County building. The Union Station, ample in size and treatment for the needs of a rapidly growing city of 400,000 inhabitants, is shown terminating the composition to the northward, while bordering the lake is a proposed landing-place for passenger steamers.

The situation is best described in a letter dated October 29, 1904, from Mr. Arnold W. Brunner, a member of the Commission:

"Matters are progressing well in Cleveland. The present condition is this: The sites for the City Hall and the County Court-house—that is to say, the two buildings facing the lake—are purchased. Architects have been selected for these two buildings, and the plans are progressing. The Post-office is well under way, and several parcels of ground in the mall have already been bought by the City and new ground is constantly being

Cleveland is making a great central improvement and a great outer one at the same time. Its outer park system has been ... Since this map was drafted, a map showing the proposed connection between the "Group Plan" and Gordon Park and Edgewater Park has been received from the Chief Engineer of Parks. The Park Movement is distinctly "on the move."

St. Louis

THE GROUP PLAN

Spurred on by the need of new public buildings and by the success of Cleveland, the city of St. Louis has appointed an official commission which has prepared a plan opening a parkway between Thirteenth and Fourteenth Streets extending from Olive Street to Clark Avenue, thus forming a municipal court on which the recently constructed City Hall will face. Opposite this it is proposed to place the new Four Courts and at one end the Public Library. Such a space will provide sites for the public and semi-public buildings needed in St. Louis for many years.

THE OUTER PARK SYSTEM

St. Louis has recognized the advisability of connecting her scattered parks into a system, by appointing a commission charged with studying the question. They propose the improvement and extension of the historic Kingshighway so as to afford not only a pleasure-drive but a convenient connection between Carondelet, Forest and O'Fallon Parks, extending even to proposed parks at the extreme ends of the city's frontage on the Mississippi River. The proposed parkway will tie together not only the parks but several important residential districts now badly connected. The estimated cost of these improvements is $2,000,000.

A striking suggestion included in the report of the Commission are the alternative plans for a genuinely attractive viaduct to carry to Kingshighway across the railroads. The purely utilitarian bridges that heretofore have generally been constructed in this country, with but few isolated exceptions, are beginning to give way to bridges in which beauty is considered as well as carrying capacity. To secure a beautiful bridge, it will not do first to determine its construction from a purely engineering point of view and then to spend such and such a sum in trying to tack beauty on to it. As the beauty of the city is dependent upon its city plan, so the beauty of a bridge is dependent upon its basic plan.

The present park acreage of St. Louis is 2,183. No parkways have been constructed as yet by the city.

The Kingshighway will vary from 100 to 300 feet. Owing to varying physical conditions, the same plan of development is not preserved throughout. The Kingshighway, combined with broader parkways and comparatively newer boulevard spaces, will make a total length of approximately twenty-five miles.

For further information regarding the Group Plan of St. Louis, apply to Wm. G. Eames, Lincoln Trust Building, St. Louis, Mo.

For the Outer Park System, George E. Kessler, Landscape Architect, 523 Frisco Building, St. Louis, Mo.

St. Louis also proposes to link its parks, building monumental bridges to carry the connection, the Kingshighway, over the railroads

St. Paul and Minneapolis

THE OUTER PARK SYSTEM

The joint action of St. Paul and Minneapolis is producing an altogether delightful and distinctive park system, splendid advantage being taken of the water frontage, not only on the Mississippi River, but on the inland lakes. The map, which reproduces few of the existing streets, sufficiently indicates the great extent of the system. The present joint park area is 2,990 acres, with thirty-four miles of parkway varying from 66 to 800 feet in width.

The proposed outer park system was an important feature of the Twin City Exhibit (the exhibit of Minneapolis and St. Paul) at the St. Louis Exposition, where the Exhibit secured first prize in the municipal competition.

THE GROUP PLAN AND APPROACHES

St. Paul has recently been embellished by the erection of a beautiful State Capitol, which, however, is lost in a maze of streets and seen with difficulty except from distant hills. Proposals which find the widest acceptance with citizens and which have received the approval of the Park Commissioners have been made by the architect of the building, Mr. Cass Gilbert, looking to

1st. The enlargement and proper treatment of the open space about the building.

2d. The formation of a splendid municipal court leading in the direction of the business district.

3d. A direct and dignified approach to the Capitol from Summit Avenue and the site of the new cathedral.

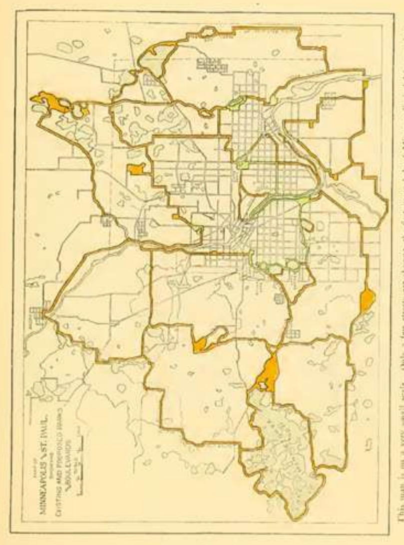
4th. The development of a broad avenue at right angles to the façade of the Capitol extending southward to "Seven Corners."

It will thus be seen that three parkway approaches are proposed for the Minnesota State Capitol, while one alone is as yet thought of for the City Hall in Philadelphia, a building that has cost three times as much as the Capitol. Mr. Gilbert has been good enough to write especially for this pamphlet a most interesting account of the proposed improvements for St. Paul, which is printed at page 56.

For further information regarding the Minneapolis Park System, apply to J. A. Ridgway, Secretary, The Minneapolis Park Commission; or Warren H. Manning, 1101 Tremont Building, Boston, Mass.

Regarding the St. Paul System, to Fred Nussbaumer, Superintendent Department of Parks, St. Paul, Minn.

Regarding St. Paul State Capitol Approaches, to Cass Gilbert, 79 Wall Street, New York City.



This map is on a very small scale. Only a few streets are shown; the first green belt of Minneapolis is fairly complete, linking the Mississippi with inland lakes

Hartford, Connecticut

THE OUTER PARK SYSTEM

The parks of Hartford are already largely secured, yet many connections have still to be made, as indicated by the map. On the water-front just south of Riverside Park there is a heavy black line. This should have been shown in green, as it is an extension of Riverside Park made very recently. This is significant, not only of the fact that the river-fronts of cities are becoming more and more valued for park purposes, but also of the fact that parks are being increased so rapidly that it is difficult to keep abreast of their growth in regard to so many cities.

The present park area of Hartford is 1,200 acres, which, at a population of 84,000, gives one acre of park to every seventy inhabitants. Philadelphia has only one acre for every 350 inhabitants.

Hartford is considering a grouping of public buildings around Bushnell Park. The proposal has received a great deal of comment throughout the state. Hartford is thus leading the cities of its size in the agitation for the grouping of public buildings.

For further information, apply to G. A. Parker, Superintendent Keney Park, P. O. Box 397, Hartford, Conn.; Frederick L. Ford, Chief Engineer, Hartford, Conn.; or Walter Schutz, Secretary Municipal Art Society, 50 State Street, Hartford, Conn.

In addition to connecting its parks, Hartford proposes to group public buildings around Bushnell Park. Riverside Park has very lately been extended as shown in heavy black

Buffalo

THE PARK SYSTEM AND THE CITY PLAN

The park system of Buffalo is one of the most interesting of America. Less extended than that of Boston, it yet offers a remarkable variety. It reaches not merely around the city but into its heart, at Niagara Square. It will be observed that Buffalo has a very admirable street system. L'Enfant, who planned Washington, planned Buffalo. He was a genius. Haussmann, who came sixty years later to Paris, adopted the Washington plan in principle, and Paris has been made beautiful in forty years. Why not Philadelphia?

The central portion of the business area of Buffalo, to and from which the traffic flows, is marked by Niagara Square, and from that Square the streets branch out like the ribs of a fan. Philadelphia can adopt this plan in many outlying sections; and its chief idea, that of direct communication between important sections, should undoubtedly be adopted. It is astonishing how hard it is to rid the city of the octopus that was put upon it unknowingly by William Penn, when for a city of but two square miles he planned a system of streets which was not objectionable perhaps for a city of that size, but which is absurd for our present vast area.

It will be observed that Buffalo's park system is not yet complete, as a short connecting link is to be contructed between the northern and southern sections.

An attractive feature of Buffalo, as of Washington, is the circular parks which, located at the intersection of several streets, resulting from its plan, end the vistas of those streets very attractively. It has two unique "Squares," because, while rectangular in outline, they are placed at angles of forty-five degrees to the streets that come into them with their centers at the points at which the streets, if continued, would intersect, again creating attractive vistas. The widest parkway of Buffalo is the Scajaquada, 300 feet in width and three-fifths of a mile in length. Buffalo has also several parkways 200 feet in width, the width that is becoming the standard in this country. Its total park area is 1,049 acres.

Although its population is but one-third of Philadelphia's, Buffalo has more than twice as many small triangles less than one acre in extent. It seems remarkable that Philadelphia should have been so backward in taking advantage of the opportunities offered by the few diagonal avenues that have managed to retain a place on the city plan, such as Passayunk Avenue, Ridge Avenue, Germantown Avenue and others. There is no reason why the city should not secure them and employ a sufficient number of men to look after them. The fact that these small intersections have been frequently placed under the charge of the Bureau of Highways is no reason why they should continue so. They should be taken from that Bureau and given to the Bureau of City Property, whose duty it should be to make and keep them beautiful.

After Washington, Buffalo is the best planned city in America; and it is the work of the same genius, L'Enfant. Notice the diversity in its almost complete park system. Notice the way the streets branch out from Niagara Square, the heart of the city.

Washington, D. C.

Every American cares first about the improvement of his own city, but beyond that there is one thing all are agreed on. Washington, the Nation's Capital, must be made the most beautiful city in the land. Three years ago the Senate appointed a commission of experts of the greatest ability to prepare a plan for the improvement of the District of Columbia.

THE PLAN OF THE CITY

The Commission at once directed public attention to the altogether admirable street plan of the city, a plan prepared by L'Enfant with the coöperation of Washington and Jefferson. Such a plan, in which diagonal avenues traverse a rectangular network of streets, and have at their intersections small public parks in the form of squares, circles or triangles, is one that should be adopted in principle for the outlying level sections of Philadelphia, giving way to curved streets where the rolling character of the ground makes them reasonable. Washington has, chiefly at such intersections, 275 green spots less than an acre in extent. Philadelphia has not a dozen of them.

THE CITY'S GATEWAY

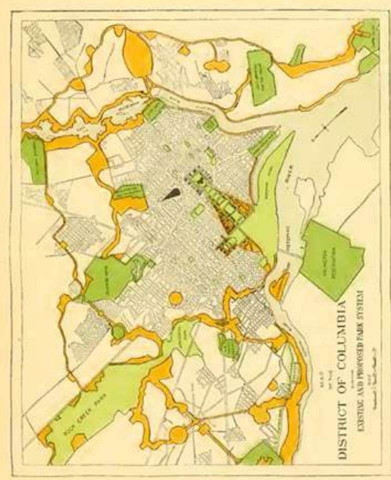
The Commission made many important recommendations, the first of which was that the Station of the Pennsylvania Railroad should be removed from the mall which it so greatly disfigures, and a Union Station worthy of the Nation's capital be erected at a more suitable point. This recommendation was accepted, and the splendid new station is now approaching completion.

THE MALL

Next the Commission recommended that a stately mall eight hundred and ninety feet wide be laid out on a line from the dome of the Capitol to the Washington Monument, and extended in a straight line to the Potomac River, the mall to be a broad lawn of grass flanked on either side by four rows of American elms. This project is shown by a bird's-eye view herewith reproduced.

THE PLACING OF THE PUBLIC BUILDINGS

The Commission also devised an intelligent and reasonable scheme for the placing of future public buildings; those related to legislative affairs about the capitol; those for administrative purposes about Lafayette Square near the White House; those for general purposes, such as museums, flanking the mall; and those for the public uses of the District of Columbia in the triangle between Pennsylvania Avenue and the mall. It is most gratifying that since this well-considered



The park system that is most interesting in itself is appropriately that proposed for Washington, D. C.