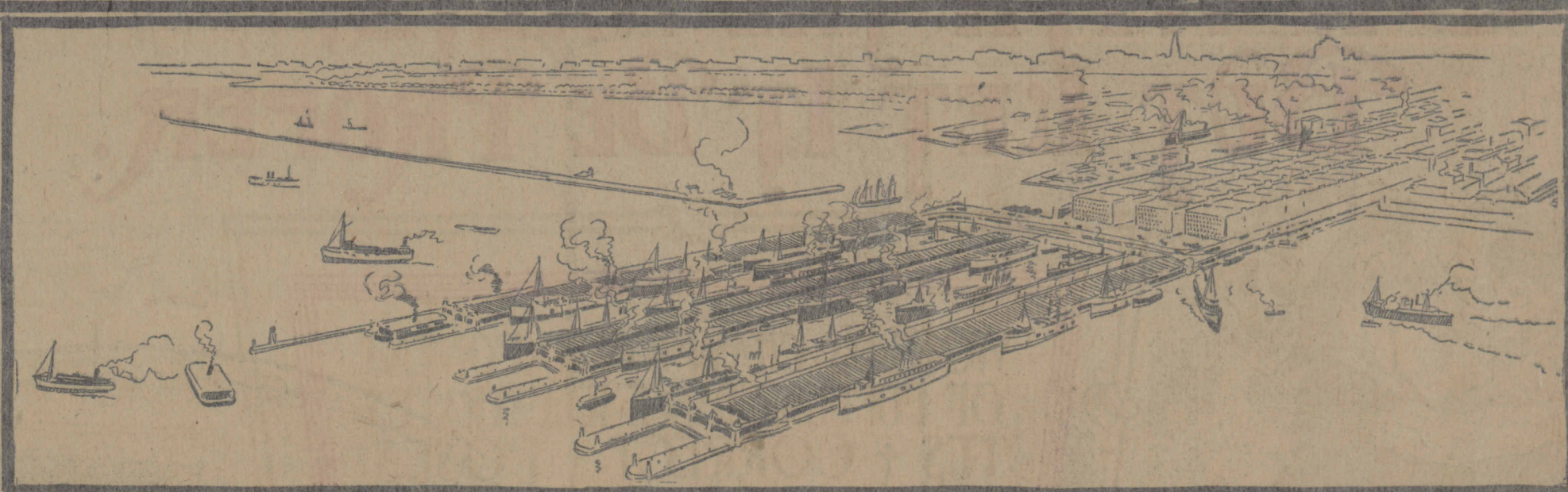
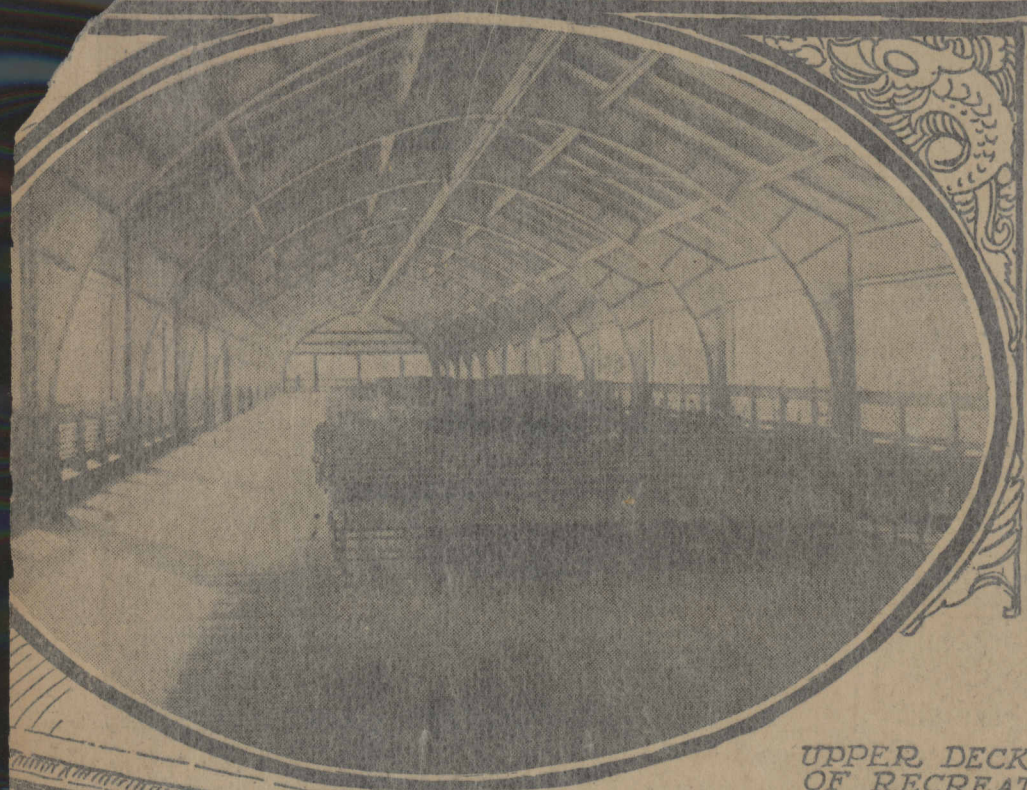


# NATURE OF ANY IMPROVEMENT OF CHICAGO'S HARBOR

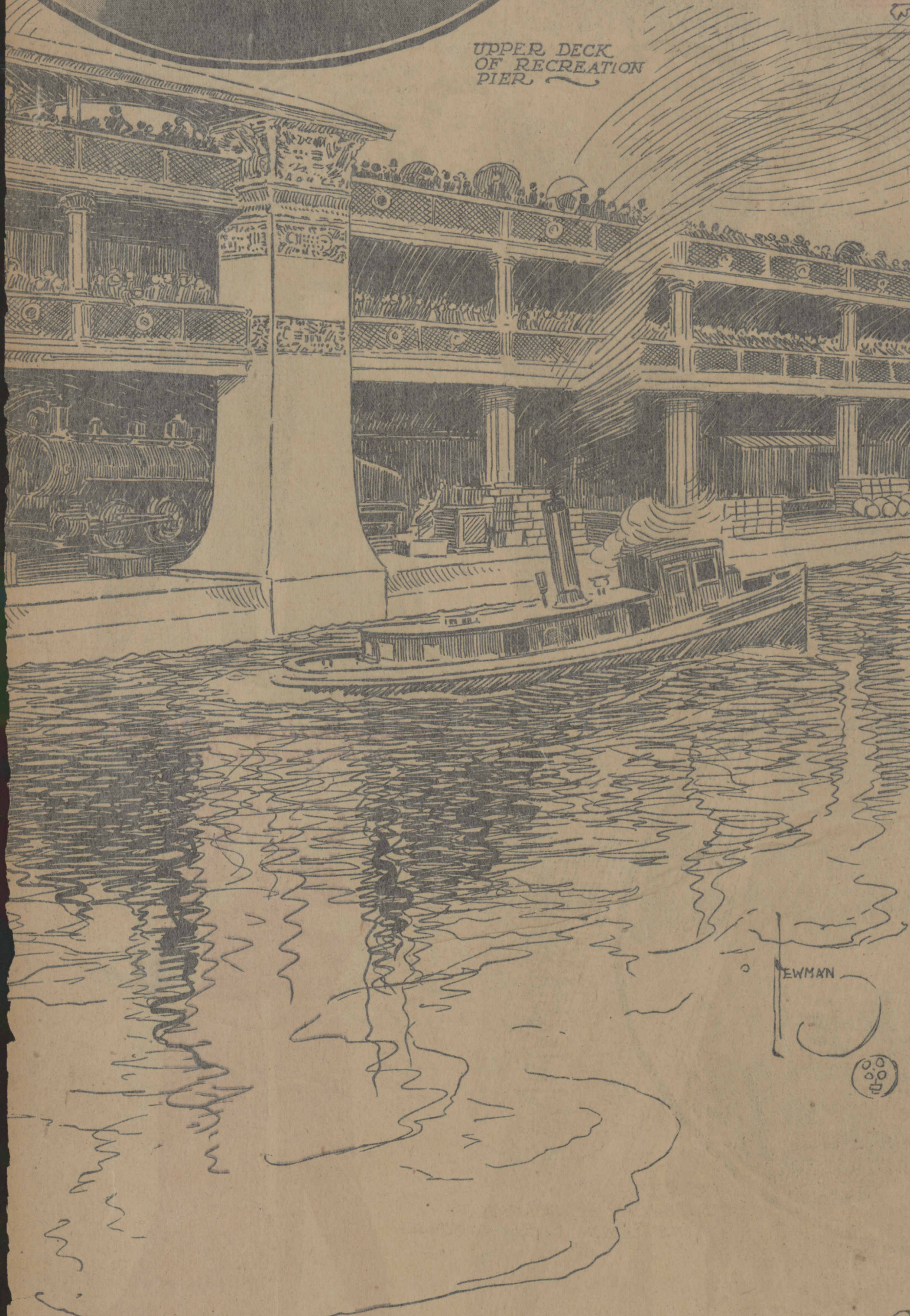


PIERS WHICH IT IS PROPOSED TO BUILD AT THE FOOT OF INDIANA STREET

UPPER DECK OF RECREATION PIER.



FAMILIAR TYPE OF NEW YORK PIER.



CHICAGO'S NEAREST APPROACH TO A RECREATION PIER AT PRESENT

years by coal smoke, acting as a non-conductor to people have journeyed thousands of miles to the sea no more wonderful than ours.

**Marine Possibilities Lie Dormant.**

At dawn, in the late morning, under the afternoon moonlight, it is the beautiful, always changing, always wonderful unsalted sea. That Chicago long ago have not recognized this fact may be seen in the parks' accentuating the landscape than the marine possibilities of the city's bay.

We are to build a harbor that commercially will be a recreation pier feature cannot fail of paying millions that have been expended on our parks and playgrounds are paying, and they will continue to pay after bond issues and debentures have been paid. What are we going to do about it?

Ident Foreman of the south park board says Chicago in doing anything along the line of recreation must do something that is worthy of Chicago. To something that will not have to be undone years after it already has fallen into decay.

When I tell you the figures of Chicago's appreciation activities of its park system you will have as to the interest it will show for the recreation," said Mr. Foreman. "In the last year the gymnasiums, baths, and dancing floors in the parks have attracted 5,700,000 visitors. Millions in these activities! Thousands of people may have little knowledge of these opportunities of thousands of them never have visited the grounds. Yet statistically every man, woman and child in Chicago has made two trips there in the last month!

For years has had its annual edition of the 'Summer Resort.' It is on this

that I have been fighting for a south shore park system that shall be unbroken from Randolph street to the city limits on the south. We have the summer resort climate; let us have the summer resort touch with the lake shore.

**Lake Would Give Finishing Touch.**

"I am speaking offhand on this unattended subject of the recreation pier, but I can see its attractions. I'm not familiar with the present negotiations between the city and the north side company, but I will say that if the city closes the contract it ought to make the provision exacting a recreation pier that is distinct from the commercial piers. The city shouldn't be afraid to ask for such a pier as will be an ornament to the city. Let it specify concrete pillars, ornamental railings, roofed sections for refuge in thunder showers—perhaps a liberty statue at one end of it!"

"Look what the piers at Atlantic City have done for that place. Tens of thousands of people have gone there to see them and tramp over the famous 'board walk.' Atlantic City without its piers wouldn't be Atlantic City. Thousands of visitors to Chicago from

inland places have anticipations of the lake in coming. But they find difficulty in getting to it from a downtown hotel. It isn't much nearer in some circumstances than it was when the visitor was at home. But it ought to be and it will be. A few years ago when we began filling in Grant park downtown buildings as a sort of favor allowed us to have their ashes and suitable refuse. Now, when we are most particular as to what we'll take for the top filling of the park, we have been asked, 'Well, what on earth are we going to do with our ashes and clinders?'

**Beauty Ideals Must Be Fostered.**

"Anything that will bring Chicago closer to the beauties of Lake Michigan will make Chicago not only a more attractive place for visitors but a more attractive place for Chicagoans. We have been materialistic long enough. A company that is willing to invest \$8,000,000 in pier construction for material benefits ought to be willing to do its share in beautifying."

It was with this challenge from Mr. Foreman that a representative of THE SUNDAY TRIBUNE armed himself for a talk with President James A. Pugh of the terminal

company. But the arming was unnecessary. Mr. Pugh had not considered the question for a moment. He said that he hadn't any knowledge of what the city might do with his company's proposition. But in every way he said that he could pledge himself to consideration of whatever might be possible, with a feeling that anything making for a greater Chicago would not be opposed by his interests.

But Mr. Pugh was inclined to believe that the passenger deck of the north pier, free to the public as it would be and traversed by the street railway loop, roofed over, and in the excursion season having passenger boats coming in and going out, wouldn't be a bad recreation pier in itself.

"But if it shouldn't be considered so finally, couldn't an upper deck be provided?" was asked.

**Terminal Company's Live Proposition.**

"That is a question for the architects," said Mr. Pugh. "But the fact that the passenger level of the pier will be twenty-five feet or more above the water makes the question of another story suggest a pretty tall structure. And as to the freight piers, they can't be reached from the shore. But, as I have said, we are open to any proposition of the kind which the city may choose to make. We are not disposed to be obstructionists."

As to what Chicago at this time may do as a first move to a first recreation pier into the lake, Chairman Ewen of the harbor commission says that the one live proposition before the city is that of the Terminal company. That there, if anywhere, the public may look to a possible first demonstration of the pier feature considered," said he "THE TRIBUNE might do it. One of the park boards, or all of them, might bring it up. The commission at present is intrusted with only the commercial pier question, and when it meets again is uncertain, but it is prepared to take hold of the recreation feature when it officially is turned over to the commission. As a venture, I should say the promenade should be of concrete, with proper railings to guard from the water. Roofs would be necessary largely as shelters from sudden rain storms. Such a scheme appears to me as wholly practical and desirable.

**Breakwater Pier Opens New Ground.**

But however the city may decide with the Terminal company in the matter of an ornamental pier, 2,500 feet out into the lake from the foot of Indiana street,

the completion of the breakwater pier to the foot of Huron street promises a recreation ground for hundreds who heretofore have found it impossible to reach this amputated arm lying so far from the shore. With the shore section filled in the man, or woman, or small boy may find a footway stretching from the Lake Shore drive, probably a mile and a half to the lighthouse off the mouth of the river.

Government appropriations have been made for this work, and it will be carried out irrespective of the building of commercial piers. This work will be the completion of the Chicago harbor of refuge, cutting off the basin from the long 300 mile sweep of rollers from the north by northeast. In its roughest aspect this pier in calm weather will be used by thousands of fishermen in season and by the duck hunter who seeks a chance shot at a flock or two of blue bills in their spring flight. Some day it may be a foundation for another and longer and larger recreation pier and promenade when the first experiment has proved itself as is expected.

**Other Cities Furnish the Experience.**

In this respect this Chicago breakwater on a smaller scale will compare with the government breakwater which extends out from Boston to Castle Island and its Fort Independence. Long ago, however, this breakwater became a finished, parked connection between the city and the fort, about two miles out. In these respects Boston is one of the most favored of American cities.

St. Augustine, Fla., has a recreation pier 250 feet into Matanzas bay, built by popular subscription.

Outside the city limits of Mobile, Ala., are piers built by corporations without municipal consent.

Buffalo at this time is proceeding at law for the redemption of lands under water in order to build recreation piers in connection with the park system. Chicago has the benefit of the experience of these cities in the building of recreation piers, and it has approximately twenty miles of city front from which in future years to extend them. The great advantage of the recreation pier has been pointed out as involving no costly purchase and condemnation of lands on which to build them. Within the three mile limit of city jurisdiction on the lake Chicago virtually may have the sites for the taking.

It cannot afford to overlook this present opportunity which promises a first experiment so easily and without cost. New York's first pier has grown to a total of eight piers. Chicago may risk one pier under the circumstances.

The Tribune's suggestion as to the recreation pier feature is wholly new to me. I was ignorant of the fact that New York has such outing piers in connection with its freighter docks.

Naturally, I have to speak offhand in the matter, but I will say broadly that this company has no thought of obstructing in any way anything that will make for the greater good of the whole community. I thank The Tribune for the idea and promise that it shall be taken up with our architects at once.

JAMES A. PUGH, President Pugh Terminal Co.