

PLANS OF THE UNIVERSITY WITH REFERENCE TO BUILDINGS.

At the June Convocation in 1912 the Harper Memorial Library was formally dedicated. This dedication completed a building enterprise which had covered several years, and the magnitude of which we do not yet, perhaps, fully realize. The Library cost for building and equipment a little over \$800,000. This represents almost exactly the cost of the following buildings combined: namely, the Bartlett Gymnasium, Hitchcock Hall, the Hutchinson Commons, the Mitchell Tower, the Reynolds Club, and Mandel Hall. Besides this the gift to the University for the library includes about \$200,000 for endowment, so that the building, equipment and endowment combined represent a cost to the University of about a million dollars.

Attention has already been called to the very important addition to the resources of the University in the completion within the year just closing of the addition to Ryerson Physical Laboratory, and the reconstruction of the older part of that building. This work increases the resources of the Laboratory for research at least three-fold, and provides, while not the largest, certainly one of the best-equipped physical laboratories in our country. The cost of this addition and reconstruction was about \$200,000, and was the gift of the President of our Board of Trustees, Mr. Martin A. Ryerson, as was stated in the last Annual Report.

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the following action was taken:

"The President was authorized to announce at the approaching Convocation the intention of the University to begin within two years:

1. The building of a permanent wall around Marshall Field and of permanent grand stands;
2. The erection of a building for Geology and Geography;
3. The erection of a Women's Gymnasium;
4. The erection of a building for the Classical Departments."

In accordance with this action of the Board announcement of the intention with regard to these four building plans was made at the Convocation held June 11, 1912.

Shortly after, the old wooden grand stands on the athletic field were condemned by the city authorities, and it became imperative at once to proceed with the new grand stand and with the wall around the field. In order to do this it was necessary to take what was needed from the general funds of the University which could be appropriated for this purpose. The cost of the improvement is approximately \$200,000. Besides providing for the suitable conduct of such athletic contests as may be held under the direction of the Department, at the same time a very unsightly spot in the quadrangles is converted into one of its most beautiful places. Under the grand stands there is room

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PLANS OF THE UNIVERSITY WITH REFERENCE TO BUILDINGS (Cont.).

for a large extension of the resources for various forms of physical culture and athletic training. In this connection a gift of about \$10,000 from Mr. Harold F. McCormick provides adequately within this space for commodious racket courts. In the remaining space there will be opportunity for other development in similar lines.

The cost of the remaining three buildings was estimated at approximately \$750,000. The Board of Trustees was unanimous in the feeling that no funds for buildings, unless under the spur of imperative necessity, should be taken from the final gift of the Founder, and that in every way it was far preferable that provision should be made for these purposes by private beneficence. Accordingly, before proceeding with the adoption of plans for the buildings it was decided to give opportunity for friends of the University to make this provision. Meanwhile it seemed wise to the Board that in lieu of building for the women simply a gymnasium there should be under one roof provision for the social as well as for the physical needs of women students.

About midsummer an honored Trustee of the University, Mr. Julius Rosenwald, had a birthday, which I perhaps do not violate any confidence in saying involved his semi-centennial celebration. This celebration on Mr. Rosenwald's part took the characteristic form of various gifts for purposes which

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commended themselves to his judgment. Among these was a conditional gift to the University of \$250,000 towards the building fund. This gift was not designated for any particular building, but might at the discretion of the Board of Trustees be applied on any one of the three buildings or on all of the three, as circumstances might warrant.

The bequest of the late Mrs. Hiram Kelly, now amounting to upwards of \$200,000 and intended for a building, was then designated toward the building fund, with the approval of Mr. Rosenwald. This brought the fund up to \$450,000.

In June, just before the Convocation, the fund was completed by the gift to the University of \$300,000 for the Women's Building by Mr. La Verne Noyes of Chicago. The letter of gift from Mr. Noyes and the official action of the Board of Trustees of the University on the letter are herewith subjoined.

LETTER FROM MR. LA VERNE NOYES TO
THE PRESIDENT OF THE UNIVERSITY

(COPY)

"1450 Lake Shore Drive
Chicago, May 31, 1913

"Dr. Harry Pratt Judson,
President University of Chicago
58th Street and Ellis Avenue, Chicago

Dear Sir: Pursuant to our conversation, I write to say that I will pay to the University of Chicago, in instalments as

PLANS OF THE UNIVERSITY WITH REFERENCE TO BUILDINGS (Cont.).

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hereinafter mentioned, a total sum of Three Hundred Thousand Dollars (\$300,000.00) for the construction, on a site to be agreed upon, on the campus of the University of Chicago, in this city, of a building to be used as a social center and gymnasium for the women of the University. It is understood that this building is to be a memorial to my deceased wife, Ida E. S. Noyes, and is to known as the 'Ida Noyes Hall.' ...

"The character and plans of the building and the construction of it I shall leave to the discretion of the Trustees of the University, but I shall be glad to cooperate with them in any way that seems desirable.

Yours very truly,

(Signed)

La Verne Noyes

ACTION BY THE BOARD OF TRUSTEES
JUNE 4, 1913

"Resolved, That the letter of Mr. La Verne Noyes dated May 31, 1913, and addressed to the President of the University, be spread on the minutes.

"Resolved, That his gift of \$300,000 for a women's building to be erected in the quadrangles of the University be accepted under the conditions and for the purposes contained in the letter aforesaid.

"Resolved, That the thanks of the Board of Trustees of the University of Chicago are extended to Mr. Noyes for this splendid benefaction to the cause of education and

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PLANS OF THE UNIVERSITY WITH REFERENCE TO BUILDINGS (Cont.).

especially to the welfare of the women students of the University.

"Resolved, further, That the Board, while deeply appreciating the magnitude of the gift, feels especially gratified that there is to be commemorated in the quadrangles of the University the name of a gracious and gifted woman whose rare qualities are well worthy of admiration and of emulation by successive generations of our young women.

"Finally, it is the confident expectation of the Board that the Ida Noyes Hall will be an important addition to the University quadrangles, not only as in itself a stately structure, but as affording opportunities for great service in many ways to countless students in the long ages to come.

"The President of the University is instructed to convey this action of the Board to Mr. Noyes."

The building fund being completed, the Board of Trustees instructed its Committee on Buildings and Grounds to proceed at an early date with the plans for the three buildings.

Thus provision has been made for the four building projects contemplated by the action of the Board of June 4, 1912; namely:

- "1. The building of a permanent wall around Marshall Field and of permanent grand stands;
2. The erection of a building for Geology and Geography;

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At a meeting of the Board of Trustees held on the 4th June, 1913, the following action was taken:

"The President was authorized to announce at the approaching Convocation the intention of the University to begin within two years:

1. The erection of a building for the Departments of the Modern Languages and Literatures, to be placed immediately adjoining the Harper Memorial Library on the west;

2. The erection of a building for the University High School in the quadrangles of the School of Education;

3. The erection of a building as a students' observatory for the Department of Astronomy."

Repeating what was said in the last Annual Report:

"The long list of donors who have erected buildings for the University is still incomplete."

PLANS OF THE UNIVERSITY WITH REFERENCE TO BUILDINGS (Cont.).

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Repeating what was said in the last Annual Report:
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This structure is a gift of the University to the spirit of youth. Youth has been defined as intoxication without wine. That definition, however, is incomplete. Youth does mean bubbling enthusiasm. It also means unswerving loyalty, abounding hope, eager admiration for courage and skill, impatience of shams. At its best it also means rugged integrity at all costs. This field is dedicated to the spirit of youth at its best; and to all these things it may help to add one more, a golden blessing which youth should not lose - the joy of living.

On behalf of the Board of Trustees, therefore, I hereby turn over the finished field to the Department of Physical Culture and

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31
Mr. Stagg
please read
John
about

SHEPLEY, RUTAN & COOLIDGE,
ARCHITECTS,
AMES BUILDING, BOSTON.

125

November 19th., 1900.

My dear Doctor,

I have just received a letter from the Chicago office in which they say they are at a standstill in regard to the Women's Gymnasium, as Miss Talbot is very much opposed to having it placed where you, Mr. Ryerson and myself thought was the best place. She said she wished to see you about it. I am not waiting for that interview, as I do not think there is any other place it can go. Neither am I waiting for the layout of the apparatus by Mr. Stagg, but am proceeding with the actual working drawings for the Men's Gymnasium, which will have to be on about the lines we have laid it out. Any minor changes which he may want in regard to the matter can be made after the working drawings are finished, but I feel that we should go ahead at once with the drawings, as otherwise we will not be ready. If you do not approve of this please telegraph me at once.

Very truly yours,

Dr. Wm. R. Harper,
President.

Charles A. Coolidge

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November 19th., 1900.

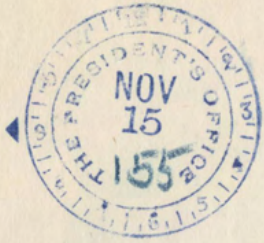
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No. 15

Nov. 15, 1900.

My dear President:--

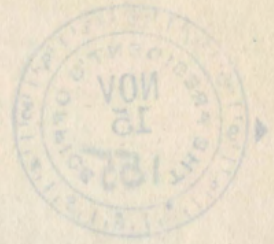
When I spoke with you yesterday I had seen the addition to Foster Hall only from the outside. I find that it has two south windows, not one, and that, as you supposed, there is a fire-place against the solid part of the south wall. Some of the west windows are near the south-west corner, and will bring in south sun.

The arrangement is therefore not bad. But I regret to see such small fire-places put into large rooms. A large fire-place looks more attractive, costs no more to run, and gives out more heat. I, for example, burn two-foot wood in a six-foot fire-place.

Nothing can be done in the present instance, but I wish that in the future we might have a more generous style of fire-place. People understood this matter much better one, two, and three hundred years ago than they do now.

Faithfully yours,

W. B. Hale



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Respectfully yours,

W. H. Hale

The University of Chicago



W. B. Hale

March 25th, 1901.

My dear President:—

As I think over the matter, I feel very sure that it would be better to have our new school housed in a number of buildings of reasonable size, rather than to begin with one enormous building, which would after all have to be added to at a later time. The various interests of the school could best be met by various buildings. How is it possible now to plan one great building which shall provide properly for things so different as the manual training department and the college preparatory department? Moreover the architectural effect of a number of buildings grouped together like a little college would be far better. And finally, the whole would be in better scale with the University than if one enormous building were now to be planned.

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THE UNIVERSITY COUNCIL

COMMITTEE ON BUILDINGS AND GROUNDS
ERNEST DEWITT BURTON, CHAIRMAN

The University of Chicago

FOUNDED BY JOHN D. ROCKEFELLER

CHICAGO, February 12, 1903. 190

*Building
Grounds*

My dear President Harper:-

I send you herewith two copies of the lay out for buildings on the east side of the main quadrangle from Beecher to Mandel. I have marked one for Mr. Ryerson, it being slightly different from the other in that it is more accurate in its representation of Ryerson Physical Laboratory. Attached to each copy is a statement of the different schemes which I presented to you the other day. Since I saw you, I have drawn the plans for locating the Geology and Geography Departments on site B, and I am sending them to Mr. Salisbury and Mr. Chamberlin for their criticism. I think, however, there can be no doubt of their approval, since the plans include everything which they called for in their sketch, with only altogether trifling modifications of dimensions. I had hoped to be able to send you with the block plan a rough sketch of an elevation of the line of buildings, but the young man whom I have employed for this purpose has not yet completed it. I think I shall be able to send the sketch within twenty-four hours.

Recalling what you said the other day about keeping down expense I ought perhaps to add that in this case I have made no special effort to reduce the requirements suggested by the Departments. My reason is this: That, inasmuch as the whole ^{space} ~~scheme~~ from Beecher to the gate-way which must stand opposite Fifty-eighth street would, as I understand, be assigned in any case to the extension of the Museum and the Departments of Geology and Geography (eventually, I suppose, wholly to the former), the question of how much of this space shall be given to Geology and Geography is only a question of how much shall be temporarily fitted up for them. I have thought it best, there-

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CHICAGO, _____ 190—

fore, at this preliminary stage, simply to test the question, whether their requirements, even assuming that they should not be in any way lessened, could be met in that portion of the site which will be north of the northern line of Walker. When it comes to actual drawing of final plans, the problem of the reduction of their requirements can be taken up. I have dealt with the present problem as simply involving the question whether the space between Beecher and the gate-way would afford room for an extension of the Museum and temporary quarters for the Department of Geology and that of Geography.

Speaking of expense, my failure to reply to your remarks upon this matter the other day may have seemed like a plea of guilty. The fact is, however, that the question of expense has not come up except in connection with the Divinity building, and it was because I could recall nothing about expense that I said nothing. I should like to be sure that I understand you on this point.

Thus far, I have simply taken the space which was assigned to the several groups of departments in the report of the Library Commission approved by the Board of Trustees, and have endeavored to make floor plans which would in the most effective way meet the needs of the departments concerned. It has, therefore, been a question simply of distribution of space with limits already fixed, and no question of expense has been raised. This question will undoubtedly come up when the matters of inner finish and external decoration are raised. I hardly see how they can come up at the present stage if it is assumed, as I have assumed, that the several groups are to occupy ^{The} sites assigned by the Board of Trustees in their approval of the report of the Library Commission.

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CHICAGO, _____ 190—

As respects the Divinity building, the same thing holds except that, in view of the rise of prices reflected in the bids for the erection of the Law building, a building on the site assigned to Divinity would, I should suppose, exceed the money limit which we have hitherto thought of in connection with that building. On this point I shall have to talk with you before we can make much further progress.

Very truly yours,

Ernest D. Burton

CHICAGO

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Very truly yours,



The University of Chicago

March 26th, 1901.

My dear President:—

Some of us feel that, while there were perhaps some defects in the first plan of Hitchcock Hall, the new plan loses some of the good points of the old one. For example, Mr. Perkins had excellently solved the problem of ending Snell against a proper corner mass. The north end of Snell ran against the perpendicular side of the big west end of Hitchcock. On the new plan it runs into the south gable of the west end of Hitchcock in an unpleasant and altogether novel manner.

We understand that the Committee has the unlimited right of talking until the building is completed. I have therefore, with Mr. Salisbury's approval, asked Mr. Perkins to meet members of the Committee at dinner tomorrow, Wednesday, evening at six thirty at my house, to talk over any points that may be suggested. He says he is glad to come, and that he will bring pencil and paper for sketching. I hope that you and Mr. Hutchinson and Mr. Barton (I have written to the other two) will be good enough to give us the pleasure of your company at dinner, and that you will not look with an unfriendly eye upon our speculations. The Committee to which you three belong has the power of decision in all such matters; but our Faculty Committee was of course appointed with the idea that we should endeavor, by any means in our power, to contribute to the general good.

Faithfully yours,

W. G. Hale

March 28th, 1901.

My dear President:—

Some of us feel that while there were perhaps some defects in the first plan of Hitchcock Hall, the new plan shows some of the good points of the old one. For example, Mr. Perkins had excellently solved the problem of ending Snell against a proper corner mass. The north end of Snell ran against the perpendicular side of the big west end of Hitchcock. On the new plan it runs into the south angle of the west end of Hitchcock in an unpleasant and altogether novel manner.

We understand that the Committee has the unlimited right to talk until the building is completed. I have therefore, with Mr. Seligman's approval, asked Mr. Perkins to meet members of the Committee at dinner tomorrow, Wednesday, evening at six thirty at my house, to talk over any points that may be suggested. He says he is glad to come, and that he will bring pencil and paper for sketching. I hope that you and Mr. Hutchinson and Mr. Barton (I have written to the other two) will be good enough to give us the pleasure of your company at dinner, and that you will not look with an unfriendly eye upon our speculations. The Committee to which you three belong has the power of decision in all such matters; but our Faculty Committee was of course appointed with the idea that we should endeavor, by any means in our power, to contribute to the general good.

Respectfully yours,

W. B. Dorrance

March 30th, 1901.

My dear Mr. Hale:

I thought we should be able to make at once a decision concerning the building; but it is still uncertain. It cannot be settled, I think, before another week. Meanwhile, I think you would better settle the question on your own account, without reference to the building, if it can be done.

Very truly yours,

March 30th, 1901.

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make at once a decision concerning the building; but
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Very truly yours,

Buildings

The University of Chicago



March 29th, 1901.

My dear President:--

You told me that after Tuesday you would inform me whether the secondary department of our new great school will be in a new building next year, or whether temporary arrangement must be made. The question bore upon my offering a certain Teachers' Training Course. Will you kindly tell me now?

I am eager to learn about Hitchcock Hall. I would stake anything that the Trustees would in time strongly regret building according to the second plan. Nothing but a rectangular mass, giving somewhat the effect of a tower, will meet the problem at the corner,—even if the corresponding east end has to be lower, though in the same style. Everybody will at once see that Hitchcock Hall and a gable butting up against it would be an architectural monstrosity, and people would wonder how the University had ever committed such a mistake. You have only to imagine Foster Hall finished in that way to see what the effect would be.

Of course there are several ways of dealing with a rectangular, tower-like mass. It could, for instance, have a flat roof and battlements, like the top of the central mass of Ryerson. This, like any other square, tower-like treatment would go admirably with the Coolidge tower, farther east, on the same side. A gable at that point would be entirely colorless.

Faithfully yours,

W. G. Hale



The University of Chicago

March 29th, 1901.

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Respectfully yours,

OLMSTED BROTHERS,
LANDSCAPE ARCHITECTS.

BROOKLINE, MASS.

20th March, 1902.

Mr. C. L. Hutchinson,
Chairman of Committee of Trustees,
University of Chicago,
Chicago, Ill.

Dear Sir:-

At your request we have devoted two days to the examination of the Campus of the University of Chicago, and to a conference with President Harper, Professor Hale, Professor Salisbury, Major Rust, Mr. Simonds and Mr. Clark representing Messrs. Shepley, Rutan & Coolidge.

Our understanding is that a general plan for the Campus had been prepared by Mr. Cobb and that considerable work had been done in accordance with this plan both as regards the location of buildings and the matter of walks and drives. Subsequently, we understand, the Trustees employed Mr. Simonds as their landscape gardener to design a complete plan for drives, walks, grading, plantations and other matters of construction and decoration needed for the complete improvement of the grounds. We understand that

Olmsted Brothers

OLINSTEAD BROTHERS
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University of Chicago

before making such a plan Mr. Simonds very properly presented a preliminary report stating the principal ideas which he proposed to embody in the plan. We understand that the Trustees approved this report and that Mr. Simonds subsequently prepared a complete plan for the drives and walks and a sufficiently detailed plan of proposed planting to enable the Trustees to pass upon the plan intelligently before any money should be spent in the execution of it. We understand that only two important objections were made to Mr. Simonds' plan. One of these objections was that the proposed main entrance at the middle of the east side of the Campus on the axis line of 58th Street was impossible because the Trustees had determined to reserve a large building site at that point for an imposing building to be devoted largely, if not wholly to administrative purposes. The other objection to Mr. Simonds' first plan was that it omitted the central avenue from the drive south of Kent and Ryerson laboratories to 59th Street, together with the circle and other details at the centre of the grounds. We understand that Mr. Simonds thereupon modified his plan, making two entrances on the east side, one about 90' north of the axis line of 58th Street, and the other about 110' south of that line, and that he continued the straight driveway southward through the centre of the grounds to 59th Street, still, however, omitting the circle and the other arrangements at the centre of the grounds.

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Hutchinson-3.

We understand that the supervision of the execution of this plan of Mr. Simonds' was entrusted to him and that he planted in the spring of 1901 a large proportion of the extensive beds of shrubbery included in his plan; nearly all, in fact, of the shrubbery proposed for the borders of the ground outside of the outer row of buildings and about the bases of the various buildings. We understand that subsequently the engineer in charge of the construction of the tunnels for the steam heating apparatus, without the approval of Mr. Simonds and whether or not with the approval of the Trustees we do not know, constructed some of the tunnels in such a way as to compel the cement concrete drives south of Kent and Ryerson Laboratories and north of Walker Museum to be straight lines running east and west instead of upon the curved lines indicated upon Mr. Simonds' plan which had been, we understand, adopted by the Trustees.

Before we made our visit for examination and conference we were supplied by Professor Hale with a copy of Mr. Simonds' plan upon which the cement concrete drives and walks, so far as built, were indicated, approximately in blue.

We understand that the Trustees have not employed us to make a plan as they have no desire to discontinue Mr. Simonds' employment for the purpose, but that they desire our criticisms upon Mr. Simonds' plan and suggestions for any extensions or modifications of it that may appear to us to be desirable. We

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Hutchinson-4.

understand also that Mr. Simonds has made no plan for the portion of the grounds immediately adjacent to and affected by the group of buildings now under construction according to designs of Messrs. Shepley, Rutan & Coolidge, and that the Trustees would like some more detailed suggestions for this portion of the grounds.

We understand that Mr. Coolidge in particular, and several of the Professors and some of the Trustees, have decided objections to the markedly curvilinear system of drives and walks embodied in Mr. Simonds' plan. We also understand that President Harper in particular, and others concerned, object very decidedly to the extent and character of shrubbery plantations proposed and partially executed by Mr. Simonds.

It seems to us perfectly natural that the Trustees should have accepted Mr. Simonds preliminary report, for the ideas advanced by him in that report certainly sound attractive and reasonable to anyone not pretty thoroughly versed in matters of architectural and landscape design. It is perhaps to be regretted that the architects now employed by the Trustees and in whom they have confidence, did not carefully consider this report and state their objections to it before Mr. Simonds was permitted to proceed with his plan or, at any rate, before the execution of construction work had been begun, but we infer that no such examination of his report or plans was asked for or made. Mr. Simonds' scheme of planting could not perhaps have been very adequately

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Hutchinson-5.

understood and discussed by your architects in advance, nor was it so important from a pecuniary sense that it should have received such discussion as what has been done can be modified at comparatively small expense.

The main point of the existing situation is that a large part of the cement concrete drives and walks proposed by Mr. Simonds have been executed (though to a considerable extent not in accordance with his plan) and a portion of the planting proposed by him has been executed, and President Harper, the architects and also a number of the Professors and others interested have objected very strongly to what has been done and have expressed the opinion that the planting done should be changed and that most of the drives and walks remaining to be constructed ought to be laid out very differently from the lines indicated on Mr. Simonds' plan, Mr. Coolidge in particular advancing the idea that in nearly every case the drives and walks ought to be straight or on what may be called an architectural system.

At the beginning of the conference we demanded that the plan according to which all the buildings heretofore constructed have been placed be laid before us and an explanation made to us why and in what it had been found necessary to depart from that plan. A comparatively simple block plan by Mr. Cobb was produced and all necessary explanations as to existing or proposed departures from that plan were made and discussed. In general, it

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Hutchinson-6.

appeared that Mr. Simonds had kept this plan (so far as the probable placing of future buildings is concerned) in mind, but that the steam heating engineer or those controlling the location of the steam heating tunnels had not done so as regards the proposed site for the Chapel. It also appeared that the group of buildings now under construction from the designs of Messrs. Shepley, Rutan & Coolidge are much broader than Mr. Cobb's plan made allowance for and that future extensions to Walker Museum will probably have to be much larger than he anticipated, and, in general, that it is likely that nearly all of the buildings to be hereafter erected on the Campus will be broader and larger than he allowed for. There seems to be no reason, however, why most of the controlling axes embodied in his plan cannot be strictly held to and it seems exceedingly important that they should be.

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Mr. Cobb's plan, was primarily a plan for the disposition of buildings rather than for meeting all the requirements for drives and walks in the grounds, indicated comparatively few drives and walks, and fell decidedly short of meeting all the reasonable requirements of convenience in this regard. So far as they are shown, however, they are much more simple and appropriately designed than they are on Mr. Simonds' plan, being more strictly in accordance with architectural principles.

We would most strongly urge the Trustees to compare the proposed plan and location of every future building with this block

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Hutchinson-7.

plan, or a carefully studied revision of it, and to thoroughly discuss with the aid of experts every proposed modification of it. Through the failure to pursue such a course is due the sad lack of system and harmony in the location and arrangement of most of the buildings of most of our important universities. Indeed it is hardly less important that the Trustees should control the architectural style and particularly the material of the outer walls of all buildings, with a view to securing that degree of harmony and unity which is essential to the greatest success of the University from the point of view of design. No amount of beauty in each building can ever compensate for the loss of the essential elements of harmony and unity in the whole group of buildings. This harmony is to be secured (as everyone well knows) by unity of quality and color of material and reasonable unity of style and design. Of these two, the unity of color and material is decidedly the more important in all general views of the group of buildings, and to a strong and lasting impression of their effect as a whole in the minds of all who have to do with them. Under no circumstances should any personal, social, or pecuniary considerations be allowed to interfere with the rigid enforcement of the rule of unity of material, and nothing we can say at this time or hereafter can be of much consequence in comparison with this fundamental principle.

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Hutchinson-8.

We understand that we have been employed for no other purpose practically but that of criticising and suggesting improvements upon the design of Mr. Simonds. This is a very disagreeable duty for us because we have known something of Mr. Simonds' professional work and in general have a high appreciation of it and of his artistic ability for certain branches of the art of landscape gardening, more especially the laying out of cemeteries. We do not know that Mr. Simonds' education or experience has brought him into a thorough knowledge or appreciation of the motives of design controlling leading architects of the country and we judge from our examination of his plan and from what has been said in criticism of it that it is in this direction that he has failed to fully appreciate the artistic requirements of the problem. So far as the size of the grounds to be treated is concerned, his ideas as to curvilinear drives and walks and as to the extent and character of planting, as to graceful and perceptible undulations of the lawns and as to meeting the mere requirements of convenience in passing to and fro, would have been in the main adapted to produce a worthy and suitable design if the buildings had been very much smaller and lower and less continuous. As the buildings exist, however, and are intended to be hereafter, we feel obliged to say that the curvilinear system of drives and walks and the numerous and continuous bodies of shrubbery which form the principal features of Mr. Simonds' plan seem to us quite out of

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Hutchinson-9.

harmony with the artistic requirements of the case. We got the impression from an examination of his plan and of the work on the ground, so far as it has proceeded, that Mr. Simonds has failed to realize that the buildings are many times more important than the grounds and that their layout and massive, imposing architectural style absolutely demand, from an artistic point of view, a corresponding simplicity, formality and dignity in the treatment of the ground. We feel obliged, therefore, to advise that the drives which remain to be constructed be laid out on straight lines or where it is necessary to have curves that the curves be radial and distinctly formal.

The question of the design and construction of a system of walks separate from the drives was discussed by Mr. Simonds in his preliminary report and he recommended that where drives were needed they be made of cement concrete so as to be entirely comfortable to walk upon and that in such cases no separate walks be provided. This idea, we believe, was fully approved by the Trustees, by the President and by others having more or less controlling voice in the matter. We believe, however, that from an artistic point of view this design is not a wise one. We believe we fully understand all the advantages of the arrangement,-- the lessened cost for construction, the lessened area of ugly pavement, the increased area of beautiful lawns, the greater simplicity, the lessened expense for maintenance, the lessened distance which will have to be traversed between buildings and carriages and vice

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versa, the increased facility in design in compelling the eye to range along the centre lines and to strike the intended vista points at the ends of the straight lines in a suitable manner, as well as other advantages,-- but we are convinced that all these advantages are outweighed by the disadvantage of combining such incongruous classes of traffic as that of pedestrians and vehicles and horses in one passageway. In country roads and in most ancient cities this forcing of all classes of traffic into a single way is common enough but where it is possible to avoid it it is, we are convinced, better art to do so. Much of art applied to practical affairs consists in doing what is obviously convenient and satisfactory in a graceful and dignified manner. It seems to us anything but convenient and satisfactory for pedestrians to be forced to use a passageway only fourteen or fifteen feet wide in common with vehicles and horses. Moreover the material which has been adopted for the paving (cement concrete) is not only very ill-adapted for carriages, horses and wagons (except those having rubber tires), but since this is generally recognized to be the fact and since this material has been used in streets everywhere exclusively for sidewalks and not for roadways, a very incongruous and unsuitable effect is produced when it is used for drives. This is an important matter and deserves most careful and serious consideration. The Trustees may not care to go so far as to tear up portions of the drives already laid in cement concrete, utilizing portions for walks and laying down parallel driveways of macadam

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Hutchinson-11.

or asphalt, but we hope they will be willing to order a revised plan prepared showing how this modification of existing drives can be accomplished in the future and showing a complete system of macadamized or asphalt drives throughout the rest of the grounds wherever drives have not already been completed in cement concrete.

In this connection we may add that much more dignified and formal arrangements ought to be provided for spaces in which carriages and wagons may be turned than has been done either in the plan heretofore followed or in the work as actually executed.

It would not be necessary for both sides of all drives to have curbs several inches high, but it will generally be preferable to have a difference of elevation between the drives and walks, and wherever a walk meets a drive or provides a place for pedestrians to cross it, there should be a drop from the walk to the drive, or a curbstone in order to clearly distinguish the drives from the walks and to warn drivers against driving on walks.

It is to be presumed that driving access should be provided for every building, not only for passengers but for the delivery of supplies and for the removal of wastes in wagons. So far as the outer row of buildings is concerned the latter purpose could best be accomplished through doors accessible from the surrounding streets and in some instances at least it might be advisable to provide a dignified entrance for people facing toward

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the outer streets, but in general, driving access for passengers would need to be provided only on the side of the outer row of buildings facing toward the Campus. As driving approaches must be provided for every building, the buildings should be designed to fit a reasonable system of drives and walks and the system of drives and walks should be designed to fit a reasonable design for each of the buildings. The two cannot properly be determined in many instances without concessions both by the architect to the designer of the grounds and by the designer of the grounds to the architect.

The general block plan for the arrangement of the buildings heretofore followed, and which certainly ought to be closely followed hereafter, provides for a comparatively simple system consisting of one large open Quadrangle in the middle of the Campus with three Quadrangles at the north end and three at the south end.

Keeping this block plan in mind it would seem that the drives in general should be laid out according to a rectangular system and parallel with the buildings enclosing each one of these seven Quadrangles. In some cases the greater depth of a building forming a portion of one side of a Quadrangle may force a drive on that side of a Quadrangle to be either further from a narrower building on the same side than is desirable or may necessitate the introduction of a double rectangular turn or a reversed radial curve.

the outer streets, but in general, driving access for passengers would need to be provided only on the side of the outer row of buildings facing toward the campus. As driving approaches must be provided for every building, the buildings should be designed to fit a reasonable system of drives and walks and the system of drives and walks should be designed to fit a reasonable design for each of the buildings. The two cannot properly be determined in many instances without consultation both by the architect to the designer of the grounds and by the designer of the grounds to the architect. The general block plan for the arrangement of the buildings hereafter follows, and which certainly ought to be closely followed hereafter, provides for a comparatively simple system consisting of one large open quadrangle in the middle of the campus with three quadrangles at the north end and three at the south end. Keeping this block plan in mind it would seem that the drives in general should be laid out according to a rectangular system and parallel with the buildings enclosing each one of these seven quadrangles. In some cases the greater depth of a building forming a portion of one side of a quadrangle may force a drive on that side of a quadrangle to be either further from a narrower building on the same side than is desirable or may necessitate the introduction of a double rectangular turn or a reversed radial curve.

These departures from the simplest possible plan of drives may often be regrettable but they are certainly preferable from an architectural standpoint to informal curves. For instance, Mr. Simonds has laid out a north and south drive east of Walker Museum and west of the women's dormitories on a long graceful curve. This drive could not have been made straight and parallel to the buildings without coming into contact with them, but it might have been made in two straight pieces, one east of Walker Museum and the other west of the women's dormitory, connected by a double turn and we believe that would have been the proper solution of the problem. But we should have taken care to have the double turn occur either in connection with a future east and west drive south of Walker Museum forming part of a circuit drive in this Quadrangle, or in connection with a rectangular enlargement where carriages could be turned, and we should have made the north and south drive west of the women's dormitories with its centre line on axis with the door on the north side of Foster Hall or on some important architectural feature on the south side of the Walker Museum. It is doubtful whether it will be possible to retain this drive east of Walker Museum permanently owing to the necessity for the extension of this Museum to the eastward as well as to the westward. It would be a comparatively easy matter to provide a foot passageway through such an extension whereas to make the passageway

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high enough and wide enough for the drive might seriously interfere with the best plan for the building. It will always be of great importance to provide the shortest and most convenient routes for walks from each entrance to the Campus to every building and from each building to every other one, but the amount and character of driving is not so important that the shortest routes need to be provided for the drives. It is consequently much more reasonable to confine the drives to a rectangular system, avoiding diagonal lines and irregular curves, than to restrict the walks to a rectangular system. It may even in some instances be more reasonable to force people to drive around three sides of a building or of a Quadrangle than to interfere with the most convenient arrangement of the building.

In the main the walks should be straight, but since they are comparatively narrow and of subordinate importance as regards conspicuousness as compared with both the buildings and the drives, we see no objection, where convenience and other reasons make it desirable, why some of them should not be curved.

While we cannot undertake to describe a system of drives and walks in such detail as to amount practically to planning them, we can on the basis of our observations of the conditions on the ground and such study as we have been able to give to Mr. Simonds' plan make a number of somewhat detailed criticisms and recommendations.

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The straight drive running from north to south through the centre of the grounds should, by all means, be retained, but we cannot avoid the feeling that this drive in crossing the open centre of the grounds produces a design which is comparatively feeble and characterless. It seems to us that some architectural feature is needed at such an important point in the design as the intersection of the two principal axes. It would not be necessary to have so large a circle as that already cheaply executed in accordance, we believe, with Mr. Cobb's plan, but a statue in a grass plot with the drive passing about it in some geometrical form would be the least focal object that would be satisfactory, and the best would probably be some tall tower or column or obelisk big enough to be in scale with the surrounding buildings. A circular fountain basin while it might be a sufficiently important object to meet the requirements of design, seems not to be very appropriate considering that it would be frozen up several months in the year.

The straight drive already executed in cement concrete which runs east and west and which is north of Walker Museum is, in our opinion, very badly located as a matter of design. In a straight walk or drive the axial view along its centre being by far the most important it is necessary that there should be a markedly formal object accurately related to it at each end. In this case in looking west along the drive the eye and mind are

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very much tantalized by the fact that the axis strikes Cobb Hall without the smallest suggestion of relation to its architectural design. This drive ought to have been so located as to have had its axis on the middle of the north wing of Cobb Hall, and no such trivial objection as the destruction of a tree or a few trees should have been allowed to interfere with the proper location of the drive. In looking eastward the eye is forced to the far side of the next block of land beyond Lexington Avenue and is again tantalized by the absence of a suitable architectural terminus. The fact is that these vistas along straight roads within the grounds ought to be, in general, blocked by the buildings at the borders of the grounds, since the designer cannot control what is beyond the grounds. If this drive remains as built, the future extension of Walker Museum ought to be so designed as to provide the necessary architectural terminus of one vista, but we strongly recommend, as a matter of design, that this drive be relocated to centre on the north wing of Cobb Hall and that the design of the extension of Walker Museum be made to provide an adequate architectural feature precisely on the same east and west axis. We realize that this change would involve the waste of a considerable sum of money expended in the construction of this drive, but the arrangement is an eyesore, the remedy of which we are confident will be worth all that it will cost.

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The east and west drive which has been built just south of Kent and Ryerson Laboratories should likewise be provided with suitable architectural vista points when the buildings proposed to be placed at each end of it are designed. The centre line of this drive should have been the same distance north of the centre line of 58th Street that the centre line of the drive previously referred to is south of it.

The east and west drive which has been partly built of cement concrete and which is immediately south of the Physiology and Botany Buildings ought to be shifted, if necessary, to centre upon a suitable architectural feature in the west wall of the Assembly Hall, the foundations of which are already in, and the building which is hereafter to be erected south of Snell Hall ought to be designed with a prominent architectural feature precisely on the same axis.

The north and south driveway which has been constructed of cement concrete and which is just east of Snell Hall, in our opinion should have been constructed on the line of the north and south driveway which has been built immediately east of Cobb Hall for the reason that the site south of Snell Hall will probably be occupied eventually by a building which will be at least as deep from east to west as Cobb Hall, because the demand for working buildings to be placed on this Campus will be very much more urgent than that for dormitories, which can better be built on adjoining

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blocks of land. This drive as built comes so near centering upon a door on the south side of Hitchcock Dormitory that its failure to do so is exceedingly annoying to the eye in looking northward along the drive. This defect should be remedied in case the drive is altered.

The partly curved and partly straight drive which has been constructed of cement concrete south of Hitchcock Dormitory and west of Physiology Building, seems to us extremely awkward. It is intersected on the west by a straight walk and on the east by another straight walk neither of which centers upon the other nor does the north line of the east walk coincide with the straight north side of the drive. Had the drive been built wholly curved as designed by Mr. Simonds, it would at least have had a certain gracefulness but this design was rendered inadvisable by the location of the heating tunnel. We recommend that the portion of the drive north of the heating tunnel be taken up and that the drive be made straight along the south side of the tunnel. We also recommend that the drive west of Physiology Building be made straight and contiguous to the straight walk ^{of} Mr. Simonds' plan. In short, we recommend that this northern half of the northwest Quadrangle have a drive almost exactly in the form of a square with rounded corners. There should be a walk west, north and east of the drive and probably on the north side of the drive forming the south side of the square.

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We recommend a somewhat similar rectangular arrangement of drives and walks for the Quadrangle between Rotany Building, The Commons and the Assembly Hall.

Instead of the diagonal curved drive indicated on Mr. Simonds' plan east of Ryerson Laboratory we recommend a straight north and south drive. The future building to be erected east of Ryerson Laboratory, it seems to us, will most probably be a Laboratory or museum building with its south front on a line with the south front of Ryerson Laboratory and its greatest length running east and west with a wing at the east end running north to Assembly Hall. It seems safest, therefore, to locate the proposed north and south drive east of Ryerson Laboratory so that there will be a space of not more than ten feet between it and the Laboratory, but the exact location should be determined by the design of The Commons and by Walker Museum so that the axis line of this drive will centre on a suitable architectural feature in one or both of these buildings, paying regard to the former in preference to the latter. There is a possibility that this drive might have to be extended southward to the east and west drive north of Walker Museum, but we do not think this probable.

The extension of the east and west drive south of Ryerson and Kent Laboratories and of the east and west drive north of Walker Museum to Lexington Avenue we think is extremely undesirable because of the lack of suitable architectural vista points, and still more, because of the undesirable

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ward to the east and west drive north of Walker Museum, but we do

not think this probable.

The expansion of the east and west drive south of

Ryerson and Kent Laboratories and of the east and west drive north

of Walker Museum to Lexington Avenue we think is extremely undesirable

also because of the lack of suitable architectural vista

points, and still more, because of the undesirable

multiplication of gateways and their ineffective locations away from important approaching streets. We strongly recommend that the design for this portion of the grounds be made to provide for an imposing gateway opposite 58th Street. The erection upon this site of a large administration building has been contemplated but we can see no reason why this building should not be pushed westward so that its north and south axis will coincide with the north and south axis of Walker Museum. There will then be ample space between the administration building and Lexington Avenue for a north and south driveway which will connect the entrance drive on the centre line of 58th Street with the east and west drives north and south of the proposed administration building. The east and west axis of the administration building will, of course, be on the centre line of 58th Street. This arrangement will provide space for an extension of Walker Museum northward on a line with Beecher Dormitory and for an extension of the proposed museum or laboratory building east of Ryerson Laboratory southward. These two buildings can be separated by a space of not less than eighty feet and preferably one hundred or one hundred and twenty feet, and the gap can be occupied by an imposing fence and gateway. This gateway would be of special use on occasions when formal visits are made by important personages arriving from the city on the Illinois Central. It would evidently be very much more imposing to turn from the

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 important personages arriving from the city on the Illinois Central.
 It would evidently be very much more imposing to turn from the

railroad station southward to 58th Street as soon as practicable and to approach the University on that street since the eye of a visitor would be attracted by the gateway from afar, and the administration building and the other buildings would gradually come in sight in a symmetrical and dignified group, whereas in approaching the University by 57th Street no portion of the University would appear on the vista line and the buildings at the corners of Lexington Avenue would be unsymmetrical in location and size, and incongruous in uses and style. . . Besides the visitor would be taken past the foot entrance between The Commons and the Students' Club to the more symmetrical carriage entrance between the Anatomy and Zoology Buildings. This way of approaching and entering the grounds would evidently not be so suitable for ceremonious occasions.

We recommend that an ample concourse be constructed in front of Cobb Hall. The walk should here be widened out to the building, from the projection north of the entrance to the projection south of the entrance, so as to form an ample congregating place for the students and to allow for the temporary storing of bicycles. The drive should be widened out on the opposite side in a rectangular form which might well be surrounded with a low architectural parapet or balustrade ornamented with suitable lamp posts and other features. The present arrangement of a loop

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opposite the south end of Cobb Hall, while convenient, is certainly undignified, unsymmetrical and informal.

Similar formal concourses should be provided at other principal doorways where there is need of them.

If it is a good plan to have the drive so near as it has been built to Beecher, Green and Kelley Dormitories it would seem desirable to have the drive east of North, Middle and South Dormitories constructed immediately adjoining the cement concrete walk which has already been built in front of these dormitories.

We advise that the east and west drive extending from South Dormitory to Kelley Dormitory and which has a long gentle curve on Mr. Simonds' plan, be made straight and be so located that its centre line will intersect a suitable architectural feature on one or the other if not both of these buildings. It will probably be advantageous to keep this drive as far as practicable from 59th Street so as to leave as much space as possible for future buildings extending along the 59th Street border of the Campus. There is every probability that these buildings will have projecting portions and that they will therefore need all the space that can be made available.

A simpler and perhaps more convenient arrangement of drives and walks east of Haskell Museum than that indicated on Mr. Simonds' plan would be to have a straight north and south drive

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A simpler and perhaps more convenient arrangement of

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Mr. Stimson's plan would be to have a straight north and south drive

close to the straight walk and turning eastward at the north end to the central avenue. The straight north and south walk should, however, be kept not less than two feet east of the extreme easterly projection of any steps or architectural details of Haskell Museum.

When a building is erected with its north and south axis as far east of the central avenue as the north and south axis of Haskell Museum is west of it, another north and south drive will be required which should be west of the proposed building. When buildings are erected on the south border of the Campus care should be taken to design them with suitable architectural features relating to these north and south drives and to Haskell Museum and the corresponding building which will eventually be built east of it.

It would certainly be most handsome to have the north and south central avenue extend south to 59th Street and to provide an imposing gateway for it at that point. If the south row of building sites is to be occupied mainly or wholly by a library of imposing proportions it would be best to have the centre of the library on the centre line of the Campus. A library building could perhaps be designed to provide for a carriage drive and two footways through an arch or arches extending through the building, but if such a gap through the lower part of the library should be determined to be unadvisable, symmetry would require the provision of two driving entrances equi-distant from the north and south

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axis line of the Campus. The easterly of these entrances would be at a point a few yards west of Foster Dormitory and of course the westerly one would have to be at an equal distance from the north and south axis of the Campus. Symmetry would then call for a new dormitory south of South Dormitory and similar to Foster Dormitory. It must be acknowledged that these two entrances would be actually more convenient than a single one at the centre, and as the view outward would extend over the wide parkway there would be much less artistic objection to them than to the two Lexington Avenue entrances of Mr. Simonds' plan.

Assuming that the chapel or some other important building of imposing architectural design is eventually to be built near the western boundary of the Campus and on the centre line of 58th Street, there would have to be two driving entrances, one north of it and the other south of it. This arrangement would be open to the same artistic objections that we have made to the corresponding entrances from Lexington Avenue. If, however, the chapel could be pushed to the eastward sufficiently to permit these two drives to curve ^(radially) around its western end and unite at a single gateway these important objections would be obviated.

In any case, we strongly advise against permanently retaining the drive which has already been constructed of cement concrete over the heating tunnel from Ellis Avenue to the north and south drive

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In any case, we strongly advise against permanently retaining the drive which has already been constituted of cement concrete over the heating tunnel from Ellis Avenue to the north and south drive

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east of Snell Hall. In our opinion it is very important that the east and west drive south of Kent and Ryerson Laboratories should terminate at this north and south drive and that a proper architectural feature should be provided on the east front of the future building to be erected north of the chapel site to form the vista point required for this east and west drive.

This completes all the suggestions we have to make in regard to the system of drives. Our specific recommendations as to walks are as follows:-

The walk which, so far as we can judge from observation, is likely to be much more used than any other would be one extending from the cloister between The Commons and Students' Club diagonally past the southeast corner of the Botany Building and past the southeast corner of Kent Laboratory to the vicinity of the door of Cobb Hall. This walk has already been constructed of cement concrete from the Botany Building to Cobb Hall. In order to provide for the extension of this walk from the southeast corner of the Botany Building to the cloister, we advise a formal design for the space within the rectangular drive heretofore recommended. This design should provide for two diagonal walks which are absolutely necessary for convenience. It may provide in addition for a north and south, and an east and west walk if desirable from an architectural point of view, but these latter walks would be

east of Shell Hall. In our opinion it is very important that the east and west drive south of Kent and Ryerson Laboratories should terminate at this north and south drive and that a proper architectural feature should be provided on the east front of the future building to be erected north of the chapel site to form the vista point required for this east and west drive.

This completes all the suggestions we have to make in regard to the system of drives. Our specific recommendations as to walks are as follows:-

The walk which, so far as we can judge from observation, is likely to be much more used than any other would be one extending from the cloister between the Commons and Students' Club diagonally past the southeast corner of the Botany Building and past the southeast corner of Kent Laboratory to the vicinity of the door of Gopp Hall. This walk has already been considered of cement concrete from the Botany Building to Gopp Hall. In order to provide for the extension of this walk from the southeast corner of the Botany Building to the cloister, we advise a formal design for the space within the rectangular drive heretofore recommended. This design should provide for two diagonal walks which are absolutely necessary for convenience. It may provide in addition for a north and south, and an east and west walk if desirable from an architectural point of view, but these latter walks would be

practically useless, and if introduced, they might therefore be made narrower. At the intersection of the two diagonal walks there should be some architectural object, such as a monument or sculptured fountain of no great size. A somewhat similar design ought certainly to be adopted for the corresponding rectangle of drives recommended for the space between Snell Hall and Physiology Building. For the little Quadrangle west of the Physiology Building and for that east of the Botany Building, we recommend a system of rectangular walks between the drives and the buildings.

Another important line of foot traffic which needs to be provided for is that from the gateway in the fence connecting the south ends of the Physiology and Botany Buildings to the doors in the corridors north of these buildings. Care should be taken to make the axes of these walks intersect the centre of the gateway and the centres of the doors.

There seems to be little doubt that a walk will be needed, as a matter of convenience, from the gateway between the Physiology and Botany Buildings to a north and south walk immediately east of Ryerson Laboratory. This walk could be laid out on a very gentle reverse curve if thought best. If made straight the axis of the walk should strike the centre of the gateway at one end and if possible some architectural feature in the proposed building

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