

Düsseldorf river embankment.

Showing use of river for pleasure and business; also the ornamental development of promenade and river boulevard.

CITY BUILDING IN GERMANY

By Frederic C. Howe



KNOW of no cities in the modern world which compare with those which have arisen in Germany during the past twenty years. There are none in Great Britain, from which country official delegations are constantly crossing the North Sea to study the achievements of the German city. There are none in France, in which country the building of cities has made but little progress since the achievements of Baron Haussman made Paris the beautiful city that it is.

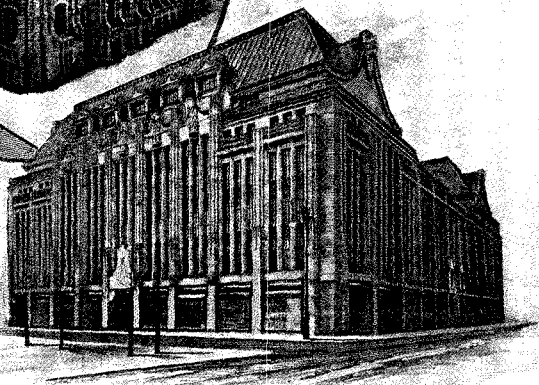
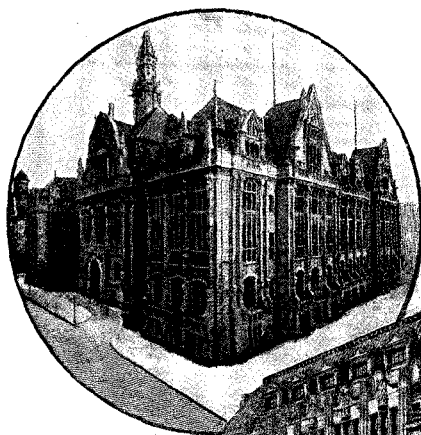
There have been three great periods in which the building of cities inspired the thoughts and dreams of men. In the age of the Antonines the Roman people gave themselves with enthusiasm to the embellishment of their cities. The great public structures, the temples, amphitheatres, and palaces then erected have withstood the ravages of time and still remain the

wonder of subsequent centuries. During the Middle Ages the cities of Italy, France, Germany, and the Netherlands erected similar monuments expressive of the love and pride awakened by their newly obtained freedom. Now again in the twentieth century the German people are expressing their pride in the fatherland and the imperial aspirations of Germany in monuments of the same permanent character and artistic splendor. Capital cities like Berlin, Munich and Dresden, as well as more commercial cities like Düsseldorf, Mannheim, Frankfort, Cologne, Wiesbaden and Stuttgart, are vying with one another in the beautiful, the orderly, and the serviceable.

Important as is the honesty and the efficiency of the German city, it is the big-ness of vision, boldness of execution, and far-sighted outlook on the future that are most amazing. Germany is building her cities as Bismarck perfected the army before Sadowa and Sedan; as the Empire is

building its war-ships and merchant-men; as she develops her waterways and educational systems. In city building, as in other matters, all science is the hand-maiden of politics. The engineer and the architect, the artist and the expert in hygiene are alike called upon to contribute to the city's making. The German cities are

Office building of the German Steel Trust, Düsseldorf.



Department store in Düsseldorf.

man factories burrowing their way into the ports of the world, he sees as well that his people are being drawn from the countryside and into the cities. Already forty-nine per cent. of the people are living in towns, while the percentage living in cities of over one hundred thousand has increased fifty per cent. in ten years' time. Further than this, the reports of his ministers disclose to him that poverty has come in with the city; that something like eighty per cent. of the population of the larger towns are living in cellars, slums, and under unsanitary surroundings. And far-sighted statesman that he is, the Kaiser sees that his regiments and his battle-ships, no less than the mills and the factories, must be manned by strong and well-

thinking of to-morrow as well as of to-day, of the generations to follow as well as the generation that is now upon the stage. Germany alone sees the city as the centre of the civilization of the future, and Germany alone is building her cities so as to make them contribute to the happiness, health, and well-being of the people. This seems to be the primary consideration. And it is unique in the modern world.

Far-sightedness characterizes Germany in all things. The Kaiser seems to see the eagle of the Hohenzollerns not only at the head of his battalions and flying at the mast-head of his dreadnoughts, he sees not only his merchant marine challenging the supremacy of Great Britain and the Ger-

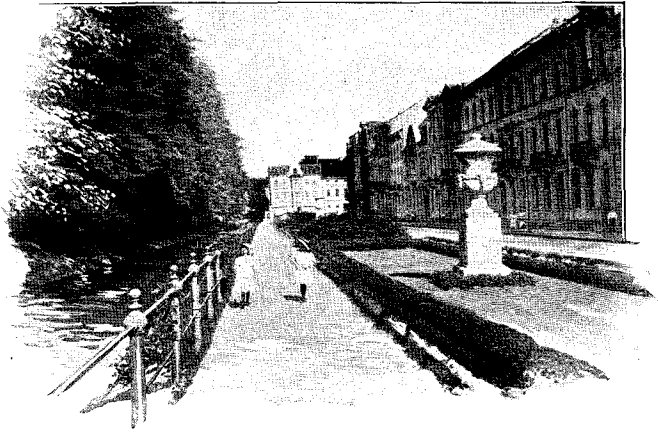
educated men. And these the city is imperilling. It is sapping the life of the people. And the Kaiser and his ministers are studying the city as they do their engines of warfare; they are thinking of human beings as well as of rifles, of producing men as well as of destroying them.

Alone among the nations of the earth, Germany is treating the new behemoth of civilization as a creature to be controlled, and made to serve rather than to impair or destroy humanity.

The German city, like our own, is the product of the last generation. Only its location, its traditions, its royal palaces and gardens are old. Düsseldorf had but 70,000 people in 1871. It now has 300,000.

Frankfort has grown from 80,000 in 1871 to 335,000 in 1905. Berlin was a capital city of but 800,000 in 1870; to-day it contains 2,099,000 people. There are thirty-three cities in Germany with a population in excess of one hundred thousand people. They contain 12,000,000 people, or twenty per cent. of the population, while the total urban population equals forty-nine per cent. of the total. The railway and the factory have created the German city as they have our own. But Germany oversees her growing cities as an architect does a structure. The liberty of the individual is not permitted to become license to the detriment of the community.

In city building, as in other things, Germany calls in her experts. If they do not already exist she creates them. Town planning has become a science, just as much a science as the building of engines. And it is treated as such. A school has recently been opened in Berlin devoted to the subject. Exhibition of things municipal and congresses of various kinds are promoted. An exhibition of town planning and city building is to be held in Berlin this year, from May to July. There has grown up a substantial literature on city building. There are experts like Stübben, Fisher, Gurlett, and Baumeister, who go from city

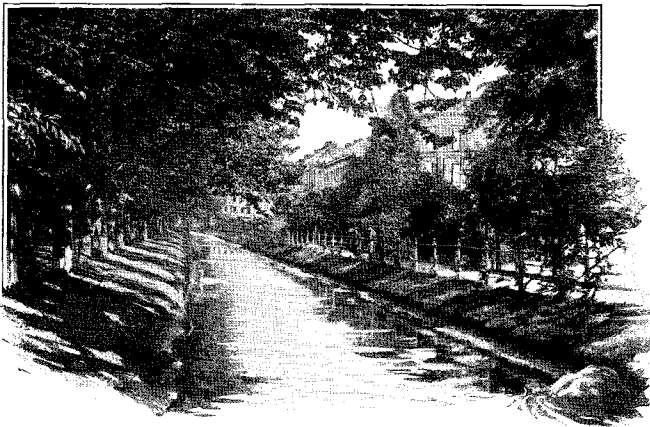


Street promenade in Düsseldorf.

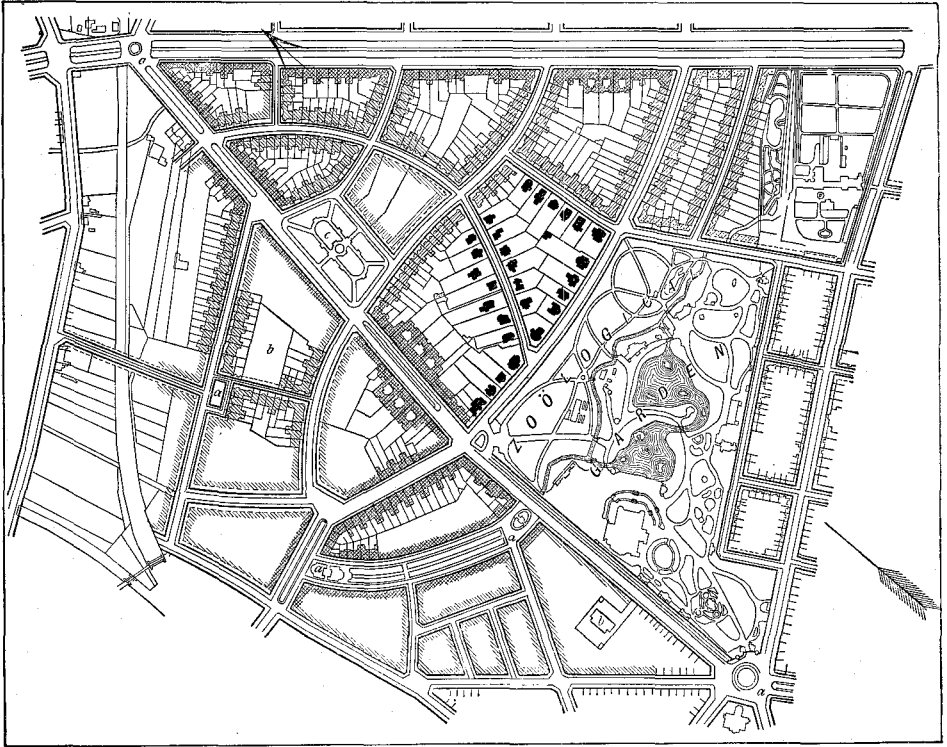
to city and consult with the local authorities on their projects. Nothing is haphazard. Nothing is left to chance. The get-rich-speculator and the jerry-builder are subordinated to the will of the community acting through its permanent and expert body of city officials.

And the German city begins at the bottom and builds up. In city building, as in the construction of a battle-ship, the keel is laid first. We recognize the necessities of a stable foundation when we erect a forty-story sky-scraper. We recognize it even in a house. But we ignore it when we build a city. There are volumes of laws and libraries of literature on the charters and the machinery for the governing of men, but there is little legislation and less literature on that which is infinitely more important, and that is the relation of the

city to its physical foundations which control all else. The problems of transportation, of light, power, heat, and water are all fundamental to city life. These services are the life blood of the community. They control its area, the density of population, the homes, the health, the morals, and, in a large sense, the industrial life of the community. We leave them to the license of the gambler and the



Old moat beautified. Düsseldorf.



Building plan of suburban allotment, Düsseldorf.

Showing method of street planning, style of house permitted, and generous allowance for open streets and boulevards. Streets are from 60 to 135 feet wide. *a*, open space at streets intersections; *b*, school sites selected in advance of building; *c*, formal public garden. Black building dots indicate that these sites are reserved for houses for one or two families. The other shadings show similar restrictions, some sites being restricted to houses for one or two families and others for two or three families, as well as indicating the type of building permitted. A large amount of space is required to be left vacant in front of and in rear of buildings. The Zoological Garden is to the right of centre.

stock-broker. But the German cities very generally own these undertakings and make them serve the people. But down below these agencies, controlling them as everything else, is the land, which, like the foundations of the structure, control its size, its appearance, its streets, its open places, its parks, its boulevards, its docks, its harbors, its homes, and its submerged tenement dwellers. The land is the controlling influence on city life.

And the German city controls the land. It does it through ownership, through taxation, and through regulation. The American city is impotent before the owner and the builder, the sky-scraper and the tenement owner. It can take but little thought of the morrow. It cannot subordinate the private to the public, elevate the beautiful above the ugly, or give a thought beyond the immediate necessities of to-day. Not until some calamity or urgent necessity strikes horror or death to the community

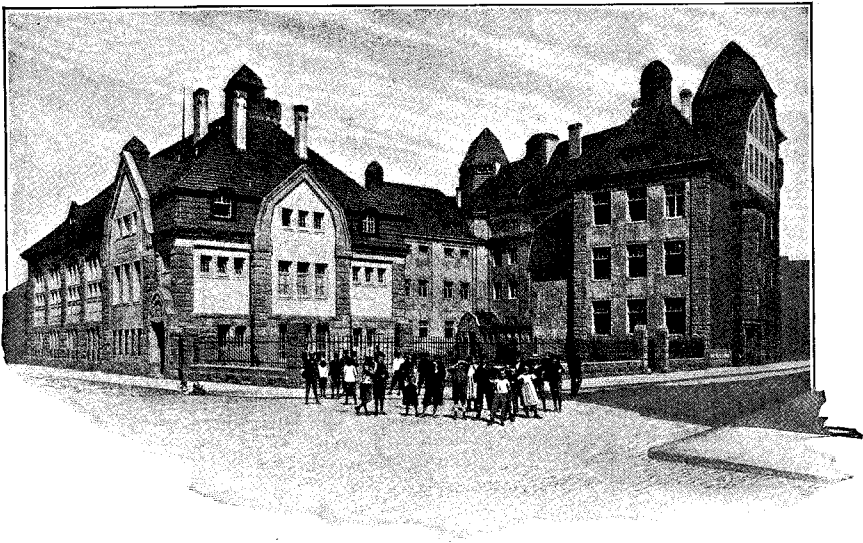
does the State permit the city to deal with the abuses which imperil the life of the community.

This paramountcy of private property does not exist in Germany. Humanity is first. The city enjoys some of the sovereignty of the Empire. It can promote the beautiful. It can destroy the ugly. It can protect its poor. It can educate as it wills. It can plan for the future. It can have city dreams. And the German city has dreams, dreams which are fast being visualized. The German burgomeisters are laying the foundations of the city of tomorrow as an architect lays the foundations of a forty-story sky-scraper or the designer of a World's Fair plans his play-city far in advance of its excavation.

German architects saw the obvious. They saw that the city would grow as it had in the past. So they enlarged the boundaries. They annexed suburban land. The present area of Düsseldorf, with its

300,000 people, is 29,000 acres; of Cologne with a population of 428,700, is 28,800; of Frankfort, with a population of 335,000, is 23,203.* Having enlarged its area the city was in a position to control its development, to plan for its building. It called in its architects and its engineers or it sent to a neighboring university for an expert. A plan is made of the surrounding territory, of the topography of the land, the natural advantages, the proximity to the railways,

school-houses are laid out far in advance of the city's growth? Maps of wide stretches of open country, still used as pasture-land, may be seen in the City Hall, upon which are indicated the streets, parks, and building sites—all far beyond the city limits. To this plan the owner must conform. When he places the land upon the market it must be done in harmony with the city's plan. The orderly development of the municipality is the first considera-



New type of German school-house
Playground in front.

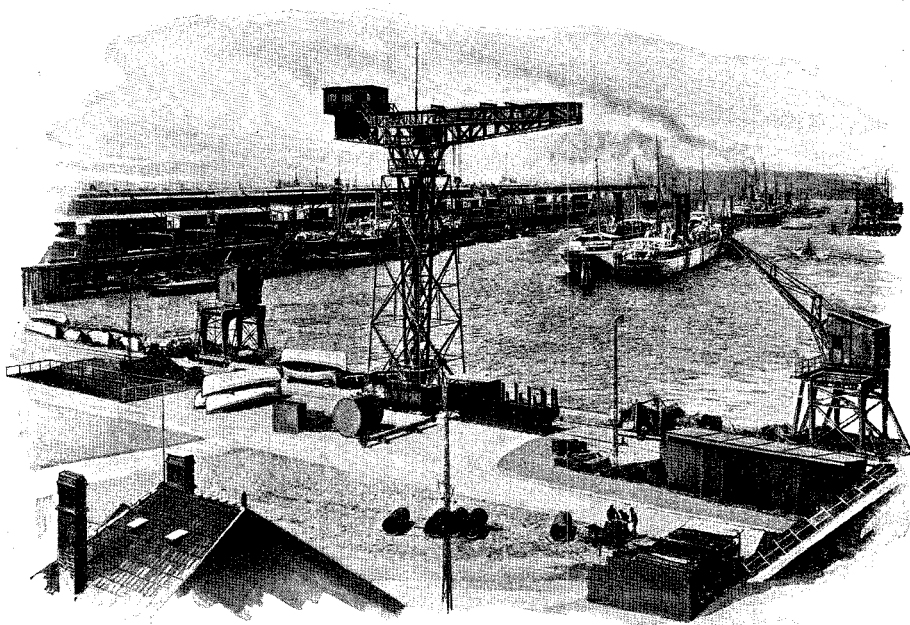
and the probable uses to which the region will be put. The prevailing winds are studied, and factories are only permitted to locate in certain prescribed areas. In some cities they are excluded from the business and residence sections altogether. If the neighborhood is suited for manufacturing, it is dedicated to industrial uses. If it is a working-class quarter, the streets and parking are adjusted to working-men's homes. If it is suited for homes of a more expensive sort, the plan is upon a more elaborate scale.

The foresight of the city does not end here. Streets, boulevards, parks, open spaces and sites for public buildings and

tion. There can be no wild-cat speculation, no cheap and narrow streets, no jerry-building. Everything must be done as the city wills. By this means the slums and the tenement are to be exterminated. In Cologne, for instance, twenty-five per cent. of the land must be left vacant in the business section, while the building must not exceed four stories in height. In the next outer area thirty-five per cent. of the land must be unoccupied. In the third building area fifty per cent. of the land must be free and only two-story buildings erected, while in the outskirts of the city sixty per cent. must be left unoccupied. Similar restrictions are imposed in other cities. Health, beauty, and comfort stand higher than do the rights of the land speculator.

But the city does not injure the landowner. It really protects him, even aside

*The German city is far more spacious than the American city in spite of our ambitious expansion for the sake of mere population. Baltimore, with 531,313 population, has an area of but 19,303 acres. Cleveland, with 414,950 people, has but 22,180 acres, and Pittsburgh, with 345,943 people, has an area of but 18,170 acres (1906).



Municipal docks in Hamburg.
Showing hoisting devices, railway yard, and harbor arrangement

from the value which the growth and development of the city create. It saves a neighborhood from tawdry building. It protects all owners from mean streets, from bad pavements, and inadequate sewers. It insures men against the greed, ignorance, or indifference of the speculator. Even the open spaces and broad thoroughfares, taken without compensation from the owner up to thirty or forty per cent. of the area, make the land which remains that much more valuable. And the city protects itself as well from the necessity of rebuilding streets, sewers, and sidewalks which have been put in by a get-rich-quick speculator.

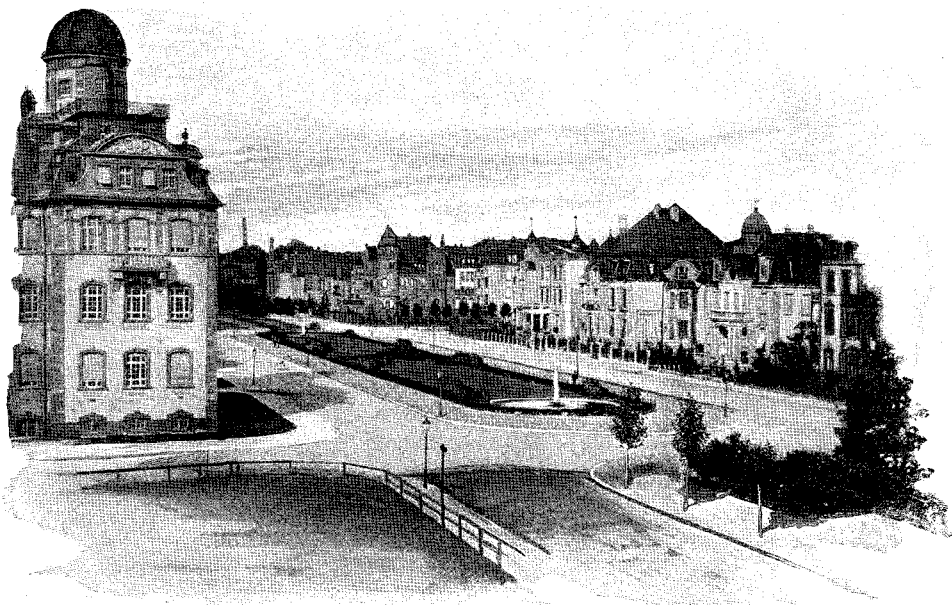
If the owner refuses to dedicate the land required, or the building plan is not acceptable to him, legal proceedings are open to determine whether the plans are reasonable. As a matter of practice, however, real-estate owners co-operate with the city. They have found it to their interest to do so.

The planning of new territory is in harmony with the bigness and permanence of the city. The rectangular arrangement of streets, which prevails in most American cities, has been generally abandoned. So has the modification of it, by the addition of radial avenues, of which Washington is

such a conspicuous example. Irregularity has been substituted for regularity, although there is no hard and fast rule about it. Streets are laid out in sweeping curves or parabolas, as in parks or private estates. By this means recurring vistas of parking and houses are secured, as well as the maximum of light, air, and open spaces. Even in the poorer quarters this plan is pursued. This has completely revolutionized the appearance of the city.

Open spaces for parks and playgrounds are reserved at intervals within easy walking distance of almost every home. These are so numerous that one is impelled to believe they are looked upon as a necessary part of city building, as necessary as school-houses or police stations. These open spaces are very varied. Some are round, others are square; some are sunken gardens, others suggest an Italian villa. In order that they may not obstruct traffic, the open spaces are often to one side of the street. The imagination of the artist has been allowed free play in the designing of these neighborhood parks.

Many of the cities of Germany received valuable heritages in the walls, moats, and sites of the fortifications which surrounded



Type of street construction, Frankfort-on-Main.

Showing broad parking with ornamental fountains and new style of domestic architecture.

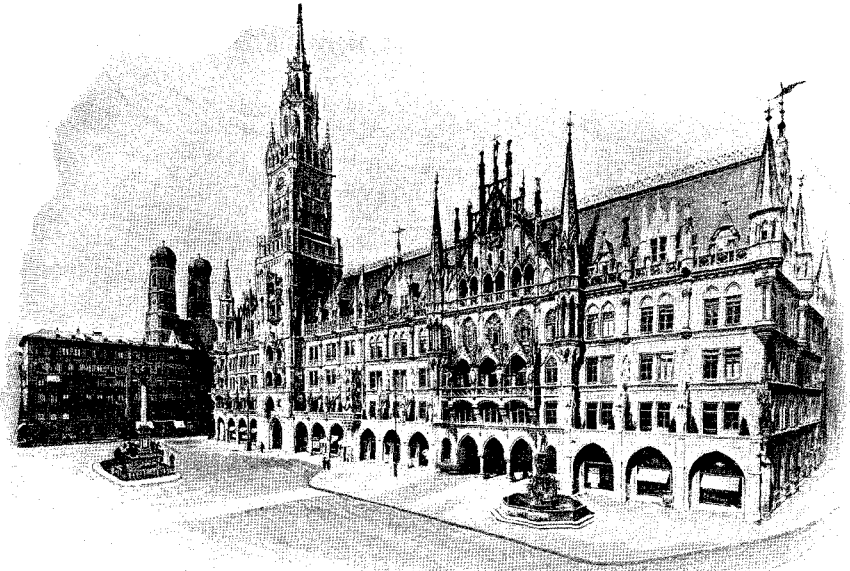
the old mediæval towns. These have been acquired from the nation and converted into parkways or Ring Strassen, which run through the city and separate the old from the new. These splendid park-like ring streets are the commanding features in the beauty of Cologne, Düsseldorf, Bremen, Frankfort, Dresden, and other cities. Vienna is the most eminent example. Cologne has two such boulevards, indicating various periods of the city's fortifications. The inner Ring Street was purchased from the nation for \$2,950,000. It is laid out in a broad parkway. In many of the cities the old moat has been preserved, while the sites of the fortifications are adorned with gardens and flowering plants, with public structures and statuary.

In addition to the ring streets, the new areas which have been added have broad avenues from one hundred to two hundred feet in width, which form the main arteries of the section. The sidewalks are of ample width. Then comes an asphalt or macadam driveway. Then a sodded space is reserved for street-railway tracks on one side and for a bridle-path on the other. In the centre is a broad mall for pedestrians. The mall is bordered with trees and flowers.

There are chairs and benches. These parkways are resting-places or play-grounds for the neighborhood. At intervals there are formal flower gardens and statuary, fountains and shelters. Radiating out from these boulevards and main arteries are smaller streets which are planned on a less elaborate scale. But even these are broad and shaded and intersected with occasional parkings.

This same far-sighted wisdom, which plans boulevards, streets, and open spaces far in advance of the city's needs, characterizes the workmanship of the streets as well. A large area is undertaken at once. The city is not made to conform to the grade of the district. The district is made to conform to the grade of the city. I have seen great areas of from one-half to a mile square in which a fill was required of from eight to fifteen feet. Tracks are laid from the neighboring railway to make the fill, and the streets are constructed high in the air. Sewers are not of the temporary crock type. They are adequate for a century to come. Gas, water, telephone, and electric mains are laid at the same time and connections made to the curb.

The sewer is in the centre of the street,



City Hall, Munich.
Style dating from Middle Ages.

but the gas, water, electric light, telephone, and other conduits are usually placed under the sidewalks close up to the building line. It is not necessary to block the streets and tear up the pavement in order to get access to them. Once completed, the streets need never be disturbed. All this work is done by the city. The owner may not develop the territory as he sees fit. Nor can warring companies tear up the street for the installation of pipes or conduits. When the houses have been built the street is faced with asphalt, macadam, or stone, as may be required by the locality.

All this is financed in a sensible way. No individual could pay for the development of such a large area. So the city advances the cost for the entire development at a low rate of interest, and carries the cost as a lien until the land has been built upon. Then the frontage cost, together with the interest charges, is assessed against the lot owner who pays at a time when it is most convenient for him to do so. By such comprehensive development great economies are effected in construction, in the carrying charges, as well as in the subsequent repair and reconstruction work of the city.

This outlook on the future characterizes

other matters as well. The city buys land for school-houses, police and fire stations, and playgrounds far in advance of its needs. The city buildings are so located as to harmonize with the surroundings and where possible developed into a city centre. There is nothing temporary and illogical. Parks, boulevards, public structures, school-houses, docks, and pleasure resorts all fit into one another like the granite blocks of a public building, quarried possibly in Vermont but laid in place, without the touch of a chisel, a thousand miles away.

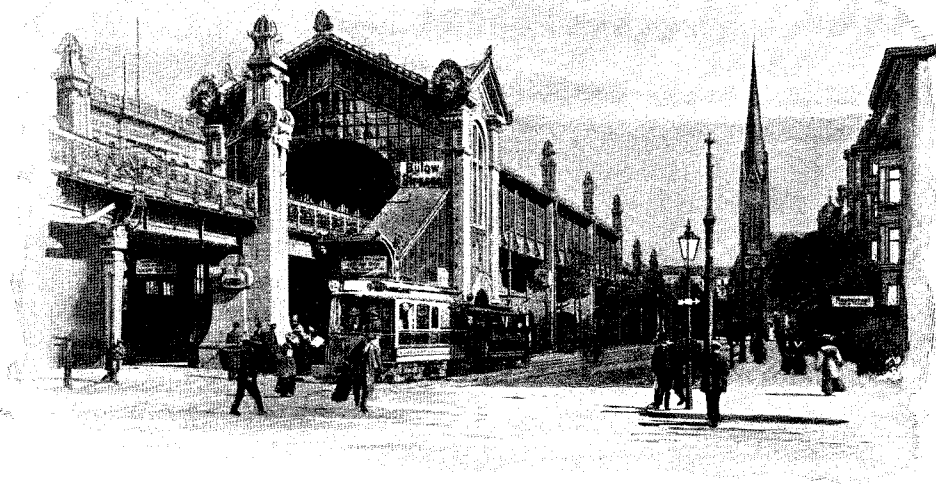
The German city is being built as the kings of an earlier age or the rich burghers of mediæval Italy embellished their capital cities. It measures its wealth by its population and its tax duplicate. And it homes itself accordingly. It groups its public structures about a central plan so as to secure the maximum of architectural effect. It calls upon the architects of the country to compete with plans. It razes whole areas if necessary to secure proper vistas or a fine outlook. It adjusts the architecture to the traditions or style of the town. In Berlin there is the Lustgarten, about which are grouped the Royal Palaces, the Cathedral, the Art Gallery, the National Library, the University, the Opera House,

and the Museum. Out from this centre the spacious Unter den Linden extends to the Brandenburger Gate, surmounted with the Quadriga of charioted horses taken from Paris. About the new Reichstag building is another wonderful group of buildings, with the Bismarck Denkmal, the statue of Moltke, and the Sieges Säule, at the head of the magnificent Sieges Allee, which traverses the Tiergarten and is flanked on either side with statues of all of the Brandenburg rulers. At the entrance to Charlottenburg is the wonderful new Charlottenburg bridge, while within the city are various open spaces adorned with splendid memorials of war and of peace.

Every large city has one or more such show places, many of them heritages of an earlier day, many of them very modern. There is the Brühl Terrace in Dresden, "the Balcony of Europe," with its boulevard prospect far above the River Elbe. There is also the Zwinger, with the Art Gallery, the Opera House, and the Royal Palaces. In Düsseldorf there is the König's Allee, in Frankfort the Goethe Platz and Römerberg, about the old City Hall. There are the wonderful vistas of Munich, which greet one at every turn, and the magnificent Ring Strasse of Vienna with its group of public structures.

The railway stations open into spacious plazas, adorned with flower beds and

flanked with hotels and public buildings which conform to a uniform style. The City of Frankfort purchased a number of old buildings surrounding the City Hall and dating from mediæval times, and restored them to their original style in order to preserve the harmony of the surroundings. In Copenhagen the city gives a substantial prize each year to the architect who produces the most beautiful structure and harmonizes it most perfectly with the old. Düsseldorf either erected or aided in the erection of monumental structures for the German Steel Trust and the department store of Tietz. These business structures, built according to city designs, are ornamented with sculpture, paintings, and mosaics, and suggest great modern palaces rather than business premises. In Frankfort the city has just completed a great exposition hall capable of holding fifteen thousand people, where industrial, art, and other exhibitions can be held, where great conventions can assemble and monster concerts be given. The cost of the building ran into millions of dollars, but the city will realize a return in the business which it brings to the city, no less than in the happiness and pleasure of the people. Munich has a similar permanent exposition group containing a new theatre, an auditorium, a great hall for exhibits, and a summer garden for concerts.



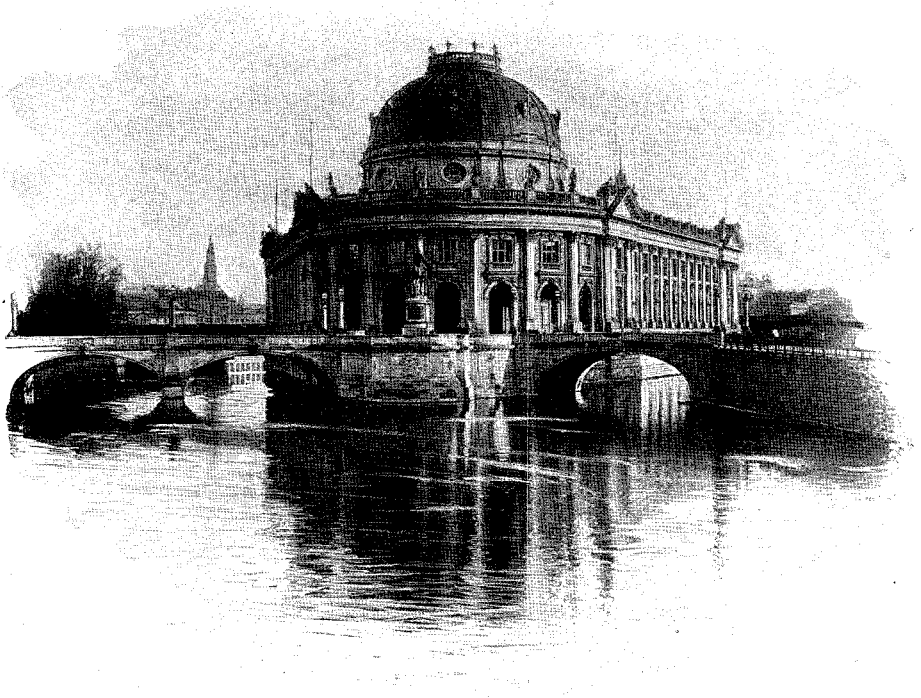
Station of elevated railway, Berlin.

Showing artistic construction of station and supporting columns.

The German city is being built on a scale of generosity which halts at no expense. Its public-school buildings rival in splendor the best modern buildings of our great universities. And the equipment is of the same order. I know of no public schools, even in New York or Boston, that seem as costly in their construction or more complete in every detail than those of a half-dozen German cities. They contain assembly rooms and vestibules of the most

ness signs are of an inoffensive sort. There are no telegraph or telephone wires overhead. There are no obtruding street-railway tracks under foot. All tracks are of girder-groove pattern and so close to the pavement that they offer no obstruction to traffic. The pavements are as smooth as a floor and the tracks are kept in perfect repair.

Upon the streets at regular intervals are signs indicating where the car stops and



Vista across the canals which intersect the city of Berlin.

The building is the Kaiser Friedrich Museum.

artistic sort, while the gymnasiums and provisions for recreation are equal to those of the best schools in America. And when we consider the relative poverty of the German people and the burdens of taxation for war and armaments, the attitude of our own cities toward these matters seems positively parsimonious and niggardly.

Beauty is promoted in small things as well as in great. Private interests are not permitted to disfigure the city or inconvenience the public. Bill-boards are prohibited or limited to the outskirts. Busi-

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one may not enter or alight at any other place. Similar signs point out the destination, while the cars themselves carry numbers which indicate their routes. At regular intervals there are waiting-rooms for passengers, while many cities have erected artistic clock towers in conspicuous places in the city.

There is art in everything. Not only art but foresight, intelligence, and common-sense. The German city assumes that those who use the streets have a right to be protected from the ugly as much as from any other nuisance.



New bridge connecting Tiergarten, Berlin, with Charlottenburg.

Every bit of water is jealously preserved and developed, whether it be an old moat, an inland lake, a little stream, or a river front. Water frontage is deemed a priceless possession, and it has proved so to a dozen cities. It is not permitted to pass into private hands. The Alsterlust, a freshwater lake in the heart of Hamburg, is the centre of the city's life. About it the business as well as the pleasure of the city moves. The cities of Bremen and Düsseldorf have parked the moats, which surrounded the old portions of these cities. They are the chief features of the city's beauty.

The prescience of the German city is seen in the harbor and canal development which has taken place in recent years. There is keen competition among the Rhine towns. And their phenomenal growth is largely due to the intelligent way in which they have encouraged business by the development of water transportation. Thought in America is obsessed with the idea that the laws of commerce are like the laws of nature. We assume that they cannot be controlled or aided by man. Transportation must be left to private control. There is no such assumption in Germany. The reverse is true. Germany takes it as a matter of course that many things must be done by the state in order to protect its life and develop industry. The highways of commerce, both by rail and by water,

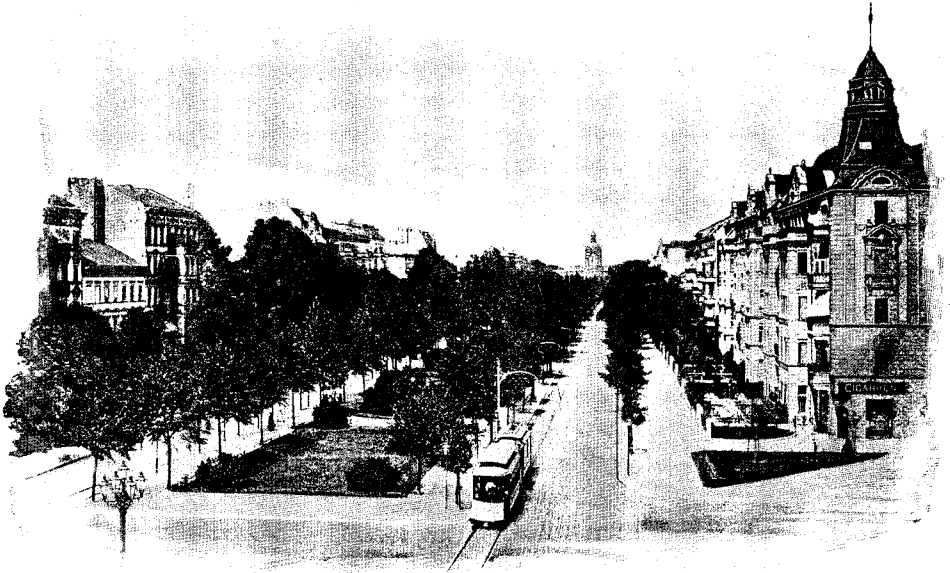
are the best assets of the nation. Through their intelligent administration trade and commerce have been stimulated. The cities, too, have demonstrated that commerce is ruled by convenience and cheapness. Berlin is intersected by canals, in the face of the fact that the nation owns the railways and makes them as serviceable as possible for industry. Hamburg and Bremen are free ports of entry into which the merchandise of all the world is shipped in bulk. Here it is permitted to lie without tax or duty awaiting export or entry into the country. Frankfort, Cologne, Duisburg, Düsseldorf, and other Rhine towns have become metropolitan cities by the development of their water fronts, by the building of docks and wharves, hydraulic devices and machinery for the economical and expeditious handling of water freight. Duisburg is one of the centres of the coal and lumber trade. Its population has grown from 41,000, in 1880, to 105,000, in 1905, through the great docks which it built. It is one of the centres of the Lower Rhine trade and the great industrial region of the Rhine provinces.

Düsseldorf owns the river bank for three or four miles. Up to a few years ago the river frontage was but little used. Much of it was marsh land. This the city reclaimed. Here its architects laid out a broad esplanade and parkway. It is flanked with an Art Exposition building and public

buildings. Upon the water front are landing stages for passenger boats, rowing clubs, and light summer craft. The whole work is designed to permit the use of river for traffic as well as for pleasure.

In America water fronts are dedicated to one thing or the other. If they are used for business purposes they have no value for pleasure. Beauty is ignored. This is

vators, and storehouses, all connected with one another by rail. The docks of a German city are great terminal systems equipped with every convenience for even the smallest shipper. By virtue of these works the trade of Düsseldorf increased three hundred per cent. in ten years' time. And within a very short time the improvement will yield a profit from out the rentals of the enterprise.



Spacious street construction, Charlottenburg.

not true in Germany. Business is made to adjust itself to art, pleasure, recreation, and use by the whole community. The harbor proper in Düsseldorf is more than a mile in length. It is divided into great basins for various kinds of freight. There is one for coal, another for lumber, another for grain, another for petroleum, another for general merchandise. There is no confusion and no dirt. Tracks are laid along the embankments in connection with the railways and the street-railway systems. There are hoisting devices, equipped with the latest electrical and hydraulic machinery, for the expeditious handling of every kind of freight. This is all done by the city and owned by it. It is all as complete and symmetrical as a machine, and the cost of transshipment is reduced to a minimum. Here are erected warehouses, ele-

The harbor development of Frankfurt is even more wonderful. The city lies upon the River Main, which was not navigable for Rhine traffic. But this consideration did not deter the city. It borrowed \$18,000,000. It proceeded to deepen the River Main for several miles, so that large boats could come to its doors. It erected docks and handling devices. Its harbor traffic increased one thousand two hundred per cent. in nine years' time. The first harbor became inadequate and a far more elaborate programme has been entered on. One thousand one hundred and eighty acres of land were purchased. One-fourth of this was laid out in streets, railways, and embankments. Water basins of 110 acres are being excavated. The navigable shores are nine miles in length. They are connected with thirty-five miles

of railway tracks built by the state and the city. The cost of the land alone was \$6,000,000. The construction cost was \$12,000,000 more. But Frankfort expects to reimburse itself for the outlay by the resale of the surplus land acquired. Seven hundred and twenty acres have been retained for sale or lease for factory sites. Here is to be the industrial centre of the city, with mills, factories, and warehouses, all connected with railway sidings, so that the smallest producer will have the cheapest sort of service.

But industry involves workmen, and workmen must have homes. And if they are efficient they must have good homes. So the city, which owns its tram lines, has extended them into the suburbs. It will carry the working-men by fast and cheap suburban service into the surrounding villages where land and rents are cheap. Upon a large tract of land owned by the city municipal dwellings will be erected to be rented at a moderate cost. In another section of the region five hundred and fifty dwellings, to accommodate from two to four families each, will be built. And in close proximity to this new harbor a great working-man's park is being laid out with opportunity for every sort of recreation.

Thus these cities build. Frankfort is one of the most wonderful of the German cities. But its far-sighted and comprehensive vision is but typical of others. For the German city controls its physical foundations; it is not controlled by them. It subordinates property to humanity; it permits the freest possible play of individual initiative so long as the individual does not interfere with the common weal. At the same time it reserves to itself the right to determine where the freedom of the individual must end and the activity of the city begin; and when the city does make an investment it keeps for itself as large a portion of the speculator's profit as it can. It pays for its parks and its boulevards, its docks and its wharves from out the resale of surplus land which it acquires in excess of its needs. And now Prussia has adopted the same principle in canal construction. An inland water-way is to be constructed from Hanover to the Rhine for the purpose of opening up this region to industry. For half a mile on either side of the right of way the land is to be taken

by the state and held until the canal is completed. Then it is to be sold or leased for business or dwelling purposes and the cost of the undertaking paid for as near as possible out of the profits. At the same time manufactures will be supplied with cheap sites and the population of the great cities will be given an opportunity to re-house itself under hygienic and state supervised surroundings.

German cities recognize the controlling influence of the land on the life of the community. And they have become great landlords. Frankfort with a population of less than four hundred thousand owns 12,800 acres of land within its boundaries and 3,800 acres without. Within the past ten years the city has expended \$50,000,000 in the purchase of land alone. The land which it owns is almost exactly equal to the area occupied by the cities of Pittsburg or Baltimore, each of which has a considerably greater population. Cologne owns fifteen and a half square miles, exclusive of many open spaces. The town of Breslau, with a population about the size of Cleveland, Ohio, owns twenty square miles of land or 12,800 acres. But Berlin is the greatest landlord of them all. That city owns 39,000 acres, mostly outside of the city, while Munich owns 13,600 acres and Strasburg 12,000 acres. German cities also possess great forests. They are constantly adding to their possessions. There are, in fact, 1,500 smaller towns and villages in Germany which derive so much revenue from the lands which they own that they are free from all local taxes. Five hundred of these communities are not only free from all local taxes, but are able to declare a dividend of from \$25 to \$100 a year to each citizen as his share of the surplus earnings of the common lands.

The motive of all this beauty, harmony, business enterprise, and foresight is so obvious to the German that he cannot comprehend why it should be questioned. "Why does a merchant erect a fine store-room or build himself a mansion?" he asks. The German city thinks as an individual thinks about his business and his home. A finished city attracts people. It brings manufactures and business. People choose a beautiful city as a place of residence. Visitors make pilgrimages to it. Well-educated children make better citi-

zens, better artisans. The street railways, gas works, docks, and other enterprises pay their way. They even make money. But more than this, they are a necessary part of the city, and of course they should be owned by it. If it be suggested that all this is socialistic, the German business man shrugs his shoulders and says: "It may be, but it is good business." It is much better than good business; it is good statesmanship. A people take on the color of their city as a chameleon takes on the color of its habitat. People are in a large measure what the city makes them. This is

obvious to the stranger. If any one doubts the psychological influence of city environment, he need only spend a few days in the dirt-begrimed cities of the Elberfeld-Barmen-Essen district, the centre of the great industrial region of Germany, and then visit the clean, thoroughly artistic "Garden City" of Düsseldorf, but an hour's journey away, to be convinced that all this pays. It pays not only in the current coin of commerce, but in the refinement, the cheerfulness, the happiness, and the outlook on life of the poorest citizen.

THE CANDID FRIEND

By Alice Duer Miller

ILLUSTRATIONS BY F. GRAHAM COOTES



SMITHSONS never went into the writing-room of the club; the association was too painful. But to-night, with the courage born of an approaching crisis, he came and stood a moment in the doorway, and looked at the corner writing-table. There, two years ago, with the help of that spotless blotting-paper, with those clean gray pens, looking out over these same housetops from the windows of this quiet upper room, he had committed one of those blunders which are as unexpected, as illogical, and as irretrievable as death.

He had written two letters:

"MY DEAR MARK: You are quite wrong in thinking me such a narrow-minded bachelor that I cannot see that for some men with the right sort of woman, marriage is the best sort of life. I hope it may be so for you.
L. S."

And then, drawing a larger sheet to him, he had written:

"DEAR WICKES: If a fellow wrote to tell you that he was the victim of a slow disease, now in its incipient stages, which would eventually blind him and deafen

him, and keep him confined to one small, ill-furnished room, no one would expect you to write him a letter of congratulation. Yet this is what I have just had to do. The best friend I have in the world is going to be married, and, ye gods! to such a woman! If I saw her now for the first time I should probably think her a perfect mate, and envy my friend his future; for she is young, beautiful, virtuous, rich, well-born. But unhappily she happens to be my cousin. I have watched her grow up, and I know that those clear blue eyes of hers see only one thing, and that is on which side the lovely Gertrude's bread is buttered; that her ears hear nothing but what it pleases her to hear. I know one might as well try to roll water into a ball as to influence her sweet docility to do anything it does not want to do. She can be generous, but she cannot admit an obligation. She can be kind, but the world must hear of it. I have known her sit up all night to nurse a sick servant; and a few days after, because the woman was not sufficiently grateful, give her a reference that would keep her out of work for the rest of her life. My friend will prosper. He will soon begin to find himself knowing the people it will be of advantage to him to know, and, even more important, strange impalpable