CHICAGO: A CITY OF DESTINY

By Dr. J. Paul Goode - April 14, 1923
Name or Subject

Goode, J. P.

File No.

Regarding

Date

SEE

Name or Subject

Gifts (?)

Geography Dept.

File No.

File cross reference form under name or subject at top of the sheet and by the latest date of papers. Describe matter for identification purposes. The papers, themselves should be filed under name or subject after "SEE."
ANNOUNCEMENT of a TEACHERS' CAMP, APRIL 6 to MAY 30, 1908, and SPECIAL VACATION ASSEMBLY, APRIL 20 to MAY 16, 1908

TO BE HELD IN

BAGUIO, BENGUET, PHILIPPINE ISLANDS

MANILA
BUREAU OF PRINTING
1908
Announcement of a Teachers’ Camp, April 6 to May 30, and Special Vacation Assembly, April 20 to May 16, 1908, to be Held in Baguio, Benguet.

The attention of division superintendents and teachers is invited to a Teachers’ Camp and Special Vacation Assembly, which is to be held in Baguio, Benguet, a locality possessing unrivaled natural advantages for recuperation. With the belief that the gathering together there of several hundred teachers during the hot season would greatly benefit the health and spirits of the force, the Bureau of Education has arranged for a summer camp at prices for transportation and subsistence which bring it within the means of every teacher.

On an extensive tract of beautiful timbered ground, the camp is now being installed, the accommodations of which will be at the disposition, without charge, of any employees of the Bureau of Education or member of his family.

ACCOMMODATIONS.

The necessary tents and camp equipment to render this possible have been ordered by cable, and it is expected that they will be in place before the date set for the formal opening of the camp. If possible, the camp will be open and ready for the reception of teachers by Monday, the 6th of April. The Assembly will not open, however, until April 20.

The tents will be provided with wooden floors and furnished with beds, blankets, pillows, tables, washstands, chairs, and mirrors.

Such articles as towels, sheets, pillowcases, soap, and other toilet articles will not be supplied by the Bureau and should be provided by each person for himself.

The use of the tents and the camp equipment furnished by the Bureau will be free to all of its employees and members of their families.

Arrangements have been concluded by which a well-known caterer of Manila, who has conducted a hotel in Benguet, will provide meals at the rate of P2.75 per day or P75 per month. Attempt will be made to secure arrangements whereby teachers who desire to take their meals in the camps they occupy may do so without additional expense, providing messenger can be furnished by the teachers themselves.

APPLICATIONS FOR ACCOMMODATIONS.

Those desiring admission to the teachers’ camp should make application to the Director of Education for accommodations with the least possible delay and should state definitely whether they wish to be located in camp groups with other friends; whether they wish to board at the camp restaurant or provide their own food, which, under certain restrictions, may be permitted; and give the inclusive dates during which they will occupy the accommodations assigned them. As long as accommodations last, teachers may occupy them for any part of the vacation period, great or small. In making application to the Director, each applicant should state the number of persons in his family, including children, for whom accommodations will be desired.

Reservations will be made by the Bureau in the order in which the applications are received.
TRANSPORTATION.

As the expense of travel from Manila to Baguio has been, under ordinary circumstances, an item of considerable importance, it may be stated that special rates have been offered by the courtesy of the Manila and Dagupan Railroad, for a round trip for the vacation period at 1½, 1¾, and 1¼ fares for first, second, and third class tickets, respectively.

This will make the fare from Manila to Camp One and return probably about P15 for first-class and about P12 for second-class transportation. The stage fare from Camp One to Baguio will not exceed P10 in addition to the fare on the railroad. The charge for carromata from Camp One to Baguio will probably be about P5 for each person.

All desiring these rates must necessarily apply to the Director of Education for the necessary certificate before leaving Manila.

Many teachers may prefer to walk up the mountain from Camp One, as the tramp can easily be made in one day.

Freight rates from Manila to Baguio will not exceed 2½ centavos per pound. Bull carts, however, for hauling freight at reasonable prices for the trip from the end of the railroad to Baguio are obtainable, and if it proves necessary the Bureau will have some one in charge to see that teachers and employees are properly supplied.

EDUCATIONAL FEATURES OF THE ASSEMBLY.

The Bureau of Education has secured from the United States three and perhaps four American instructors. The fourth lecturer, however, cannot be definitely assured, at this time.

Prof. Frederick Starr, of the Department of Anthropology, University of Chicago, a world-wide traveler and noted lecturer in his field, author of a recent work, "The Truth About the Congo," will deliver two courses of lectures on anthropological subjects.

Prof. William D. McClinckock, of the English Department of the University of Chicago, will give two courses of lectures on literature.

Prof. Jesse D. Burks, principal of the Teachers' Training School, Albany, N. Y., will give two courses of lectures, one of which will probably be on phases of American education and the other on recent psychological work in schools.

Arrangements are now under way by which it is hoped that we will have Prof. Carl C. Plehn, of the Department of Political Economy and Finance of the University of California, present, to deliver courses of lectures upon colonization and finance.

In addition to these special courses of lectures given by visiting educators from the United States, such other courses as may be demanded in Spanish or the native dialects will be given by local instructors of repute.

Mr. Petrelli, in charge of the Government experiment station at Trinidad, which is but a short distance from Baguio, has assured the Bureau that he will be pleased to give visiting teachers the advantages of study at the experimental farm, and has offered to give a course of lectures on such subjects as will be of assistance and profit to teachers attending.

It is hoped that a large number of teachers will take advantage of this opportunity to spend a pleasant and profitable vacation at Baguio.

66222

[Handwritten note]:

[Signature]:

DAVID P. BARROWS,
Director of Education.
I understand that Prof. Comlot and Prof. Thomas were ready to go two years ago. Will you please inform me if they or others of your faculty would consider this proposition now?

Very sincerely,

Frank L. Comey
Assistant Director of Education,

President Jordan,
Chief.
Hyde Park Chicago Ills Feb 16-11

President Harry Pratt Judson,
Hotel Shoreham,
Washington, D.C.

McClintock thoroughly canvassed Phillipine situation. Goode best man and eager but going would leave geography without spring instruction Ames and Caldwell recommended Supt Briggs now in Washington

D A Robertson Solp
Domestic and Foreign Money Orders by Telegraph and Cable

Seven Atlantic Cables

THE WESTERN UNION

I have over 25,000 Telegraph Offices.

AND CANADA.

OF WIRE IN THE UNITED STATES

OVER ONE MILLION MILES.

THE LARGEST TELEGRAPHIC

INCORPORATED

Telegraph Company

THE WESTERN UNION

Domestic and Foreign Money Orders by Telegraph and Cable
February 7, 1911.

Dear Dean Vincent:

The Bureau of Insular Affairs has again requested the University for two representatives to conduct classes at the summer capitol near Manila during the approaching summer. I have conferred with Mr. MacClintock concerning the possible persons. Professor J. Paul Goode seems to be in every way particularly qualified to undertake this work at this time. Owing to the fact that he travelled about the United States with a Japanese party of business men who toured America recently, he has a great many friends in Japan and China. He has been very close to the work of the Association of Commerce. He could lecture in a field of great interest to the attendants of the classes in the Philippines. He is likewise a man of courtesy and tact who could represent the University on sundry occasions which are likely to arise. I believe he would be acceptable to the War Department; I think he would represent the University well, and I think he would represent the islands well on his return.
Dear Dean Vincent:

The purpose of this letter is to request that the University of Texas take the following action:

I have been in correspondence with Mr. [Name]. He is currently working in the Philippines and has expressed interest in returning to the United States to further his studies. I believe he would make a valuable contribution to the University.

Please consider this request and let me know your decision.

Sincerely,
[Your Name]
The point which makes especially desirable at this time the visit of Mr. Goode to the east I have hinted at: his association with our commercial body and with the Japanese commercial delegation. Doubtless you know that the Association of Commerce will conduct a tour to Japan and other eastern countries beginning March 17. It would be possible for Mr. Goode to go with this party and still arrive in time to serve as a lecturer at the summer school in Manila.

I do not know precisely what arrangements would be approved by the University. I understand that the government allows only the actual and necessary expenses. In combination with what the Association of Commerce might be willing to do, this might make it worthwhile for Mr. Goode. In the case of Mr. MacClintock and Mr. Starr I believe the University allowed these gentlemen vacation with credit for teaching. I do not know whether the same arrangements would be desirable. I understand that there might be some difficulty in the department of geography, because Dean Salisbury and Mr. Barrows will be absent during the spring quarter.
The point which makes especially significant to me

the view of Mr. Goode to call for some practical association with our commerce and the Japanese commercialization. The difference you know that the association of Commerce with Commerce a term to Japan our other eastern

continents beginning perhaps. It would be possible for Mr. Goode to go with the Japanese and still survive in the same to remain as a teacher at the summer school in Japan.

I do not know precisely what suggestions you can make

having of the University, I understand that the Government allows only the course and necessary experience. In connection with what the association of Commerce might do willing to go,

the matter make it worth while for Mr. Goode. In the case of Mr. MacArthur and Mr. Staun I believe the University allowed those comfortable association with others for teaching. I do not

know whether the case association might be desirable. I understand that there might be some difficulty in the government of Secretary Pershing been satisfactory, and Mr. Pershing will be present

among the earlier days...
If you think well of this scheme, which I have tried to report to you in person, will you confer with Mr. Salisbury? It ought to be made especially clear to him that this matter comes from the Bureau of Insular Affairs to the President of the University, and does not come from Mr. Goode.

Yours very truly,

Daniel A. Robertson
Secretary to the President

Dean George E. Vincent,

The University of Chicago.
If you think well of the scheme, which I have tried

to report to you in person, will you confer with Mr. Engine?

It ought to be made especially clear to him that the matter
comes from the President of the University and does not come from Mr. George.

Yours very truly,

[Signature]

Secretary to the President

D. A. Robertson
Secretary to the President

Dean George E. Vincent

The University of Chicago
February 20, 1911

Dear Mr. MacClintock:

I have arranged to have Mr. Goode accept the Philippine invitation. It doesn't seem to me that either Mr. Amsz or Mr. Caldwell should go. Perhaps one will be enough on our part.

Very truly yours,

[Signature]

H. P. Judson

Mr. W. D. MacClintock,
The University of Chicago.
Dear Mr. MacKintosh:

I have arranged to have Mr. Goode speak on Philippine literature. It seems to me that either Mr. Amee or Mr. Catherell would do. Perhaps one will be enough on our part.

Very truly yours,

H. F. Jackson

Mr. W. D. MacKintosh
The University of Chicago
My dear Dr. Judson:

I went down to Manila a few days ago to meet Dr. Shepardson and Dr. Goode as they came in on the "MONGOLIA". They arrived on the 15th, two days ahead of schedule, and in good health and spirits. The following morning we came up to Baguio. Two days later our formal opening of the Assembly occurred. The Governor-General had declared a half holiday for all bureaus of the government in honor of the occasion. We passed the forenoon in athletic games and later in formal opening exercises in our outdoor amphitheatre. I am sure that the two Chicago men are satisfied with the conditions as they find them, and everyone here is delighted with the men themselves. They are sufficiently different in their methods of work to make a fine team. No better selections could have been made.

I wish to thank you most heartily for the interest which you took in getting these men to us, and will you please also express my thanks
April 30, 1911.

My dear Mr. Johnson:

I went down to Wintuia a few days ago to meet Dr. Longbottom and to come to some basic problems.

To the "Mingolita," the use of grass and bags of green beans and other vegetables. The following morning, we came up to Baker, where I spent our last night at the Assembly General and the assembly a half hour past 10 all business in the position of the next session of our Assembly. We heard the story of the trip to Memphis and our purpose to make excellent work in our outdoor enterprises.

I am sure that the two Chicago men were satisfied with the condition as they left town, and every one there is helping with the men's movement. They see the possibilities of it and they want to work to make the town better.

I wish to thank you most heartily for the interest which you took in reading these men to me and will you please also express my thanks.
to Professor MacIntosh. In sending you this word, I am speaking for the entire force of the Bureau of Education and for the government service generally as located here at Baguio. I shall take pleasure in sending you copies of the Assembly Herald, which will inform you of the place which is being taken in the life of the Assembly by Dr. Shepardson and Dr. Goode.

Very sincerely yours,

[Signature]

Director of Education.

78-3316

Dr. Harry Pratt Judson,

President, University of Chicago,

Chicago, Illinois.
to Professor McMillan. I am speaking for the entire force of the

Board of Education and for the Government set.

I

Very sincerely yours,

[Signature]

Director of Education

5-31-36

Dr. Hella Prest Avenue

President, University of Chicago

Chicago, Illinois
My dear President Jackson:

We have completed our work and our journeys in the Philippines and are one day on the road home. But our boat stays eight days in Hong Kong, so we are hoping to transfer to the "China" and go at once to Japan, as we spend spend the time there, joining the "Manchurian" at Yokohama July 6.

We have had a delightful time. We went at once to the summer capital of Baguio, in the mountains, for a week above the sea, and our lecturing began upon
On our arrival, Baguio is a beautiful place, but it is neither Philippine, nor tropical. It is a regular western town, with all the earmarks of prosperity and large hopes and plans. It is more like northern Minnesota than like the Orient. We went to friends, at car<linked_text>ried our lectures with the approval of our audiences, among our official superiors, as we have every reason to believe. Every courtesy was shown us, from Gov. Ban forber, who delayed a long trip inspection, so as to be present at the opening. He gave a dinner to the Harvard men at Baguio, to which I was invited as guest of honor. (You may recall I was at Harvard a half year!). The governor is a fine fellow, and I can subscribe to him with pleasure. We were shown courteously by Gen. J. Franklin Bell, as many governors by Gen. H. B. Chadholz, the head of the Const<br><br>ency. And throughout our stay we have met the leaders, as prominent men, and have been treated like princes. On the close of our lectures at Baguio, we were put up at the Army and Navy Club, the trip to place in Manila. We were given a chance to go on the army transport "Warren" for a cruise in the southern islands, slipping which I enclose. Every day was a de.
light. We were discovered the first day out at put at the head table, with the ranking officer our shown every courtesy all the time.

Prof. S. and I compare notes and I feel that it is safe to say that we have made no false steps, have trod on no corn, and have made many way warm friends. We have been given every opportunity to get at the facts as there is mighty little criticism of us. We would be a proud nation if at home in our own government we could show as high a standard as an high an achievement as we have found here.

I hope to reach Chicago about July 26. Until then, goodby.

Sincerely, Paul Grode.
Chicago, July 21, 1911

My dear Mr. Goode:

Your favor of the 15th of June from the "S. S. Manchuria" was duly received. I wish I could see you on your arrival home, but I am sailing on the 26th inst. by the "Olympic" for the other side, and shall be gone until the last of September. I am greatly pleased at the reports that I have had from yourself and Mr. Shepardson, and also from the Superintendent of Education at Manila, and am sure that the mission has proved a successful one on all sides. I am glad you enjoyed the experience.

With cordial regards and congratulations, I am,

Very truly yours,

H. P. Judson

Mr. J. Paul Goode,
The University of Chicago.
CONFERENCE, JULY 31, 1911.

Mr. George:

You haven’t given me to some joke on the "E. & E.

I find it hard to see you on your

Mr. George: you will receive...

for the other side may mean the same thing as the years.

Mr. George: I am greatly pleased to receive the note that I have just received.

Mr. George: and I am sure that the statement and many other statements and communications... I see.

With my best regards and congratulations, I am...

Very truly yours,

H. P. Johnson.
My dear President Jackson:

Under another cover I am giving myself the great pleasure of presenting you with some of the first fruits of my long labor with the new wall maps; a copy of the physical Eurasia, the political Eurasia, and the physical United States.

I hope these new wall maps—there are eighteen titles in all—may stand to my credit among my colleagues, or a par with textbooks or other similar scientific contributions which it is the duty and pleasure of university men to produce.

Hoping that the maps may meet with your approval,

I am

Sincerely

Paul Goode
Chicago, October 15, 1915

My dear Mr. Goode:—

Thank you very much for your kind note of the 14th inst., and for the copies of the new wall maps. I congratulate you on your completion of the work.

With best wishes, I am,

Very truly yours,

H. P. J. — L.

Mr. J. Paul Goode,
The University of Chicago.
OCTOBER 16, 1916

Mr. Geo. Good:

Thank you very much for your note of the 10th instant and for your copies of the new serial number I congratulate you on your completion of the work.

With best wishes I am,

Very truly yours,

[Signature]
ADDRESS AT CELEBRATION OF TWENTY-FIFTH
ANNIVERSARY

April 14, 1923

CHICAGO: A CITY OF DESTINY

By Dr. J. Paul Goode

Chicago ranks fifth in size among the great cities of the world, and it has risen from a frontier town to this proud rank within the life time of men still living. This splendid growth is not without cause. It was provided for long in advance and the influences at work are largely geographic. For a city grows great only in proportion as the region tributary to it is richly endowed by nature, and only in so far as its position is advantageous in serving this tributary region. Any city is thus merely the visible expression of the focusing into a given spot of the sum of geographic advantages in serving a tributary region which is the source of the city's wealth.

Let us apply this interpretation to Chicago, briefly evaluating the forces at work in this great economic vortex. We shall find the elements of the city's greatness in advantages of location, in the character of the surface of the surrounding region, the rich soil of the tributary area, the favorable climate, the wealth in forest and farm, in the mineral resources, and in the character and energy of the people.

The first great advantage is found in the location of Chicago in the natural transportation focus of a great low lying, flat plain, as large as half of Europe. In this plain there is no obstruction in any direction, to the easy building of roads and railways. Already this region has the thickest network of railways on earth.—Illinois alone has over ten thousand miles of railway, and Chicago as terminus of 27 trunk lines, ranks first in all the world as a railway center.

This great central plain, reaching from the Appalachians on the East to the Rocky Mountains on the West, was once an old sea bottom, and now, being uplifted bodily, the limestones, sands and muds of the old sea bottom are exposed to the atmosphere, and have weathered down into most fertile soils. Then too, over the northern part of this plain the
ADDRESS OF CONTRIBUTION OF CONTENTS

[Text is difficult to read and interpret due to the quality of the image]
ancient ice sheet of Pleistocene time has thrust its way, pushing off hill tops, filling transverse valleys, and leaving a veneer of the finely ground rock debris gathered from a journey of a thousand miles down from Canada. This has provided the lands overridden by the ice, with a glacial soil, not yet leached out by the rains of ages, soil new and rich beyond compare.

The great ice was responsible also, in large measure, for scouring out the basins of the Great Lakes, and ponding the waters here and there into lesser lakes by morainal dams of tumbled rock debris. Without the Great Lakes there would be no Chicago.

The Chicago region is greatly blesed in its mineral resources. There is an endless wealth of clays of river and lake deposition, and of glacial origin, making easy the manufacture of brick and tile everywhere. There are also extensive deposits of clays of the old sea bottom, and of the ancient marshes of the age of coal, clays of so fine a quality as to make possible in this region the highest development of the fickle arts.

Then too the limestones and sandstones of the ancient sea bottoms provide a wealth of building stones and the materials for the making of cement. Some of these limestones in Wisconsin, Iowa, and Illinois carry rich deposits of lead and zinc.

The old lands of the Lake Superior region have fabulous wealth in iron ores. Deposits so extensive, and of ores so rich, that the ore lies like red dirt, to be scooped up by steam shovels, and carried by lake steamers at the lowest freight rates ever known, to the waiting coal fields and markets at the other end of the lakes. These great Superior fields produce four-fifths of all the American iron, and America is producing over one-half of all the world's iron and steel. Chicago shares with Cleveland and the other lake ports in this tremendous advantage of cheap and plentiful iron ore, the basis of many of the greater industries. These industries will be developed in Chicago just in proportion as the growing population of the central plain provides a larger market for iron and steel.

But best of all the material advantages after the rich soil is the resource of coal in the central plain. A great coal field lies just over the horizon to the south of Chicago. The beds of coal lie approximately horizontal, undisturbed by earth movements, and close to the surface. This makes mining easier and cheaper than in any of the coal fields of Europe. It is estimated that in Illinois alone there are forty-five billion tons of workable coal. For some years the annual output of Illinois has exceeded sixty million tons, rising to over a hundred million tons, an amount much greater than the total consumption of France or Japan. With coal the iron and
steel industries flourish, and all the multitude of manufactures growing out of these metals, and out of the cheap power made possible by the use of coal.

It is of the greatest significance in a climatic way that the central plain stretches out to east and south without a trace of a barrier against the passage of wind and rain. For in this central plain the prevailing southwest wind would leave the Chicago region a desert, were it not for the passage across our country of an endless procession of cyclonic storms. Chicago lies near the earth's largest highway of these whirling areas of low atmospheric pressure. Each storm which passes thru the central plain draws in toward its center the warm moist air from the Gulf of Mexico, dropping the moisture as rain as the storm travels eastward down the St. Lawrence valley toward its goal at Iceland. So the Chicago region has rain well distributed thru the year, and days of rain alternate with days of clear skies and sunshine. These are the weather conditions ideal for forest, grass and cereal crops.

Because of the character of the climate a great hardwood forest once spread its canopy over the plain from Illinois to the eastern sea. And a broad zone of conifer forest lay along the upper Great Lakes, and extended eastward to the Maine coast. This forest was the greatest white pine area on earth, and the rivers and lakes, and the intense cold and heavy snows of winter, all contributed to an easy exploitation of its wealth of lumber. For many years, because of the proximity of both these forests, Chicago was the greatest lumber market in the country. Industries dependent upon wood flourished. These forest areas now are largely denuded of their timber, but while they lasted Chicago was "in at the death" and grew wealthy on their spoil.

The coincident in the Chicago area, of a great low plain, smooth of surface as a plain may be, covered with a soil of matchless fertility, and supplied with a climate ideal for all the great dry land cereals, gives this region the largest list of economic assets on record. It is a farming land without peer, as the wealth production of these farms makes the values growing out of all the mineral resources of the country look small indeed by comparison. These rich farm lands have attracted a great population of intelligent farmers. The smooth surface of the land and the fine soil have made very profitable the use of a wide variety of labor-saving farming machinery. And so farms have grown great, and farming extensive, and in consequence the staple cereals are produced at a lower cost than in any of the older lands.

For example, corn, the king of all the cereals, grows here at its best. The country's total yield of corn is over three billion bushels per year, valued at the farm at nearly one and a half billion dollars, at prices which ruled before the
great war began. Three-fourths of this tremendous crop is produced in the "corn belt," reaching from Pittsburgh to central Kansas, and from southern Minnesota to the Ohio River. This "corn belt" is directly tributary to Chicago, and the corn crop produces the largest annual increment of wealth in the country, and this great value is for the corn itself, before it has been transformed into the much higher priced commodities such as beef, or butter, lard or bacon.

What is true of corn is true also of wheat. The annual production of this crop in the entire country has past a billion bushels, worth a billion dollars at the farm, at ante bellum prices. The most of the wheat is produced west of Chicago, and wheat travels widely, for the place of its largest consumption is in the densely populated eastern states and the manufacturing districts of Europe beyond. For this reason Chicago, being on the way to market, has become one of the world's greatest wheat buying centers, and the wheat pit in the Board of Trade has levied a bit of tribute on every bushel of wheat passing eastward—a very considerable item in the accumulation of wealth in Chicago.

For oats, rye and barley, for timothy, clover and alfalfa a similar tale may be told, to say nothing of potatoes and other root crops. And most of these crops are the starting point for the industries in cattle, sheep and hogs.

The corn belt is the hog belt of the country, the hog having been evolved into a most profitable device for transforming corn into high priced lard, bacon, hams and sausage. The net-work of railways focusing at Chicago has served to bring hogs from the corn belt to this city, and since 1862 Chicago has been the leading city in the business of pork packing.

Corn, hay and other forage crops are the foundation of the cattle industry, and the major fraction of all the cattle in the country is on the farms of the corn belt, in the Chicago region. So the beef cattle go to the stockyards at Chicago in larger number than to any other center, and swell the wealth production of the metropolis. For a number of years the packing industry of these stockyards has been the greatest industry of the city, with an output valued at over a million dollars a day for every day in the year, and a snug sum to spare.

The dairy industry has also been focused into the Chicago region. West and north of the city, climate, soil, grass and feed are at their best, and the butter center of the whole country is at Elgin and Chicago, while Wisconsin, Iowa, and Minnesota have come decidedly to the front in the making of cheese. For nine years at a stretch northern Minnesota has taken the first prizes in all the country in the making of butter, and Wisconsin has almost as good a record in cheese. These dairy products, and the milk that is sold direct to the
city, or the milk that is condensed or dehydrated and put into cans for wider use, reach a value in the Chicago region of over a billion dollars a year. And the producers of this wealth are large buyers of the goods Chicago has to distribute.

Peculiar advantages in the control of commerce are conspicuous and very large factors in the making of Chicago. In all the past century there has been a strongly marked development of east-west moving traffic. Chicago is an incident in this movement. The world’s greatest highway of trade lies between Britain and the nearby coast of Europe, on the other side, and the four great ports on the northeast coast of America on this side. But a goodly fraction of the goods we export to Europe originates in the Chicago region, and Chicago is on a direct extension of this great world highway.

In the tremendous expansion of world trade in the past century, New York and Chicago have played as a “couple,” with exceptional advantages over all other cities in America. These advantages are geographic, and have to do with the problem of transportation. Let us see what these influences are and how they work.

One-half of all the foreign trade of our country goes and comes by way of the port of New York. Physically there is no better seaport in all the world than New York. But greater even than this advantage is the influence of the Appalachian highland cutting off or impeding western traffic from Boston, Philadelphia, and Baltimore. New York of all the Atlantic ports is greatly favored in having the trench of the Hudson, and the pass of the Mohawk opening with a very easy grade thru the Appalachian barrier. So far as the westward traffic of New York is concerned there is no Appalachian barrier. The advantage does not end here, for the gateway of the Mohawk opens directly into the broad flat valley of the St. Lawrence, with its marvelous chain of great lakes, virtual inland seas. The Mohawk pass is so flat as to have made possible the early development of the Erie Canal. The Canal, the Great Lakes and the Hudson River have furnished an all water route between Chicago and the sea, and incidentally have provided the lowest freight rates on record.

Notice again how significant it is, that in an era of east-west traffic, Lake Michigan interposes 300 miles of deep water directly athwart the potential land routes leading westward from the Mohawk pass. So all the land traffic of the country west and northwest of the Lake must bend around its southern extremity. This concentration of transportation lines alone is enough to guarantee the growth of a great city. The position of the Chicago River, furnishing a harbor, and a direct water route to the Mississippi River, gives the exact location of the metropolis, at the head of the Lake.

Notice also that the later and greater part of the growth of Chicago has taken place in an era of maximum railway
development. Distances are so great in the central plain that from the beginning Chicago has been the starting point or the terminus of railway systems. It is not possible even now, to go thru Chicago in any direction, without stopping over, and changing to another road. Though now it is possible, by means of belt lines, for thru freight to change its system without undue delay. Thruout the history of the city, this congestion of traffic has been one of the largest factors in the upbuilding of the metropolis.

This great network of railways, like a giant spider’s web, with its long rays reaching out from Chicago in all directions, invites the freight for a thousand miles to focus at Chicago on its way eastward, and in turn makes Chicago the merchandising headquarters for the same area. But so far as railway distribution is concerned, St. Louis is better placed, naturally, than Chicago; and up to 1872 St. Louis was ahead in population and trade development. Observe also that St. Louis is as near Baltimore as Chicago is to New York. Then note that Chicago has gone ahead of St. Louis and has become the metropolis of the central plain, because Chicago could choose between traffic carriers. Always the freight could go by lake, or by rail, and lake carriage always has been cheaper than railway carriage. So the railways have been compelled to make low rates to Chicago merchants on the traffic between Chicago and New York. Low freight rates have drawn more and more traffic to these two centers, and railways must study every device to lower cost of service. And then competition among the railways for the prize of freight has brought in new roads competing for business, thus making the freight rates still lower, always to the advantage of Chicago and New York. The freight has not had to go by lake. The mere presence of the water route has furnished a potential competition, keeping rates low. It is the old, old case again, of “To him that hath shall be given.” The magic of the growth of Chicago is the possession of a continual choice between the service of the railway and the service of the Great Lakes.

So Chicago holds her place as the strongest merchandising center in the heart of the continent, and one of the best the world has ever known. And she may continue to hold it indefinitely, for there are potential water routes to the sea not yet made use of. One at the northeast, by way of Georgian Bay, Lake Nipissing and the Ottawa River. This route will some day provide almost a great circle route between Chicago and Liverpool. One route, soon to be realized, is by way of the Lakes and St. Lawrence River. We have good reason to hope that within ten years this route will permit the ships from any port the world around to dock at Chicago. One route by way of the Lakes and the Erie Canal, some day
to be made a ship canal, as it ought to have been when it was recently rebuilt. One route looks south, down the Mississippi River to the sea, waiting for a trifle of development as a great highway of barge traffic.

When all these water routes are developed, the Chicago merchants will have several "degrees of freedom" in transportation, in water control of freight rates, and can count on holding their own indefinitely in freight movement.

In making any catalog of the influences which have favored the making of a great city at Chicago, we must not overlook the very great advantage the growing city always has had in the quality of its people. For physical advantages, however great potentially, may lie idle if the people are ignorant or shiftless. The makers of Chicago were pioneers,—strong, virile, energetic, optimistic sons of the frontier. And the world belongs to the energetic. Hither have come from the earliest days, and from all the world, young men and women with courage, ambition, vision. Men who could see the wide horizon of geographic advantages, and who could lay plans wisely for making use of the influences so lavishly offered.

We have established our horizon, in a survey of what nature has done for the making of Chicago. It is a list of advantages difficult to match in all the world, and we may take pleasure in seeing that the sudden growth of a great metropolis is an orderly development of clearly discernible geographic influences.

If now, we choose to look to the future, it lies plainly revealed that Chicago as a great human focus, has just begun to grow. If industrial and commercial development continue to go along present lines, this great urban vortex of transportation advantages may well look forward to a population of twelve to fifteen million, before the present century is ended. And there is no discoverable reason why commercial supremacy should ever depart from us.

But being big, and being rich, are not much to boast of, as human values go. Much more important is it that the great community should provide wholesome working and living conditions for its people. The pall of smoke and grime, the bedlam of unnecessary noises, the crowded living places, are all unnecessary, even now. Let us hope that the better sense of the community may assert itself. We can, if we will, make it also a city beautiful, and a wholesome living place for the millions here now, and for the millions yet unborn.
July 23, 1924.

My dear Miss Russell:

With reference to the J. Paul Goode Loan Fund, my understanding is that he has pledged $1,000 for this purpose and is to pay it in as needed. The first payment of $200 was made because he wished a loan of $200 to be made to Miss Louise Boswell.

I am sending you herewith copy of a letter which we received from Mr. Barrows. You will note that he says he is transmitting a copy to President Burton.

Yours very truly,

[Signature]

Miss Russell,
Faculty Exchange.
My dear Mr. Nessel:

With reference to your 792 East State Lan
My dear Nessel: I am glad to hear that the proposed $6,000
I am writing simply to let you know that I am present at the
If a deposit of $2,000 were made, please let me know.
If a deposit of $2,000 were made, please let me know.
If a deposit of $2,000 were made, please let me know.
I am enclosing two $100 bills. I am with note

Yours very truly,

[Signature]

[Handwritten note]

[Signature]
Mr. N. C. Plimpton,
Faculty Exchange.

My dear Mr. Plimpton:

Last autumn Professor J. Paul Goode announced his intention to give to the University the sum of $1,000 for the establishment of a special loan fund to be known as the J. Paul Goode Loan Fund for Graduate Students of Geography. He expressed the desire that moneys made available by this fund be loaned to worthy students upon recommendation by the Department to the President of the University, and that such students be required to pay five per cent interest on the sums they borrow, the interest to run either (1) from the date of the note, or (2) from the time the student takes a professional position. This is the same procedure as that followed in the case of the Lewis M. Smith Loan Fund for graduate students of Geography.

In pledging himself to give the sum indicated to the University, Mr. Goode stated that he preferred not to make the entire payment at once, but, rather, to advance the sum in installments as opportunities arose to help worthy students. Miss Louise Boswell, a graduate student in the Department, has applied for a loan of $200, to be paid on or before January 1, 1926, and Mr. Goode accordingly has given me his check for that sum, which I am transmitting to you herewith. I am sending a copy of this letter to President Burton, together with a note recommending that the loan be approved.

Very truly yours,

(Signed) Harlan H. Barrows.
Dear Sir or Madam,

I am writing to express my sincere thanks for the letter of recommendation you have generously provided. Your kind words and support have been most encouraging and I am grateful for your assistance.

Best regards,

[Signature]

[Name]
April 5, 1924

The President of the University
Faculty Exchange

My dear Mr. President:

The enclosed copy of a letter which I have just dictated to Mr. Plimpton announces the payment of $200 by Professor Goode as the first installment on his student loan fund. You may remember that I told you some months ago about his promise to give to the University a total of $1,000 for the establishment of such a fund. I think that Professor Goode would deeply appreciate a note from you in recognition of his generosity in establishing this fund.

I recommend that the $200 now made available by Mr. Goode be loaned to Miss Louise Boswell on the terms proposed by Mr. Goode for such loans, and set forth in the letter to Mr. Plimpton. Miss Boswell is a young woman of exemplary character, a splendid student, and a person whom the Department will be very happy to assist.

Very truly yours,

[Signature]

HHB:GG
The President of the University

My dear Mr. President:

I am writing to inform you that the Committee on the University of Chicago has decided to award the degree of Doctor of Science to Dr. John Doe. The decision was made after careful consideration of the candidate's contributions to the field of science. The committee believes that Dr. Doe has made significant contributions to the advancement of knowledge and has demonstrated exceptional scholarly ability.

I trust that you will agree with the committee's decision and that you will take appropriate action to inform the appropriate authorities.

Very truly yours,

[Signature]

[Date]