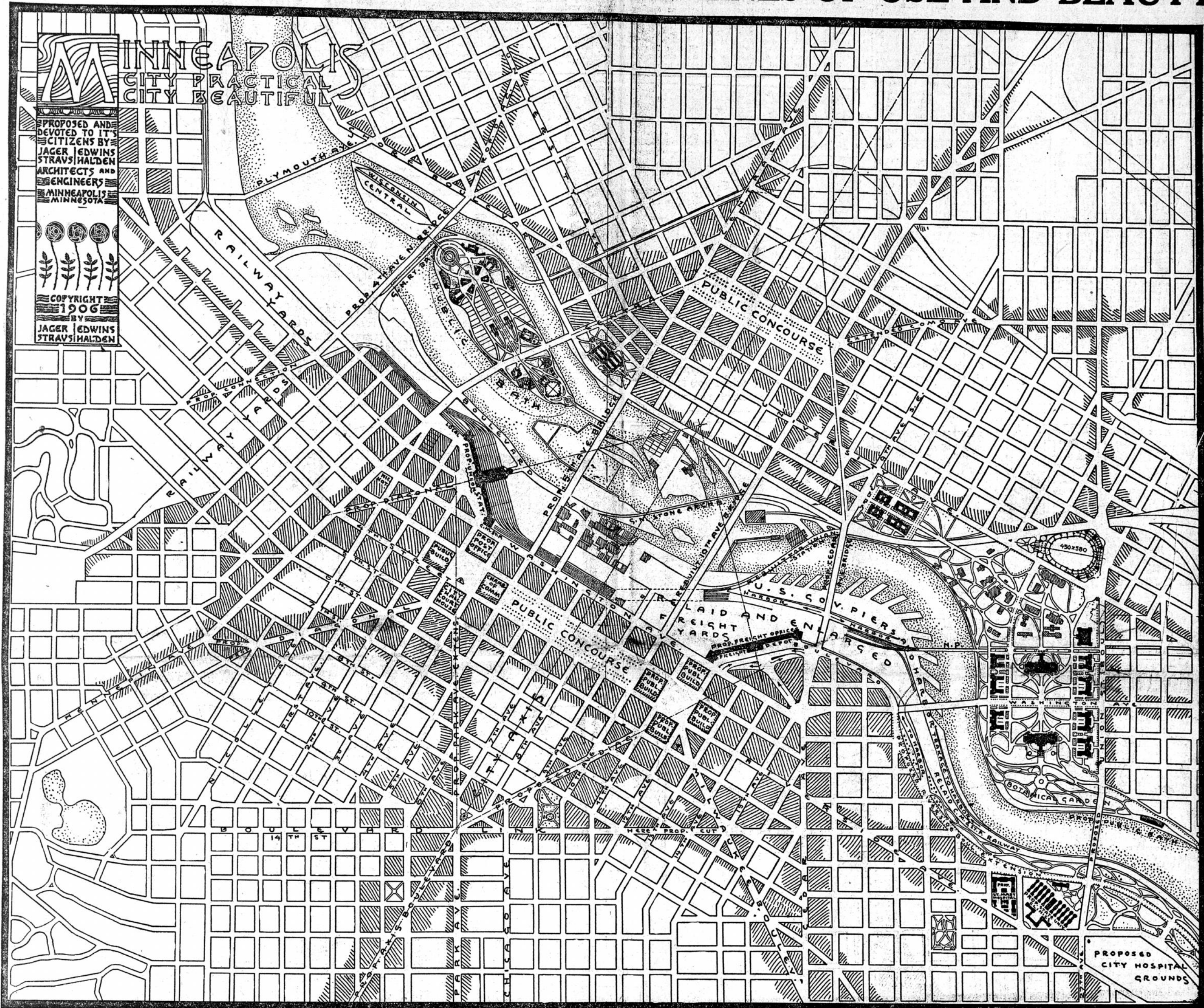


MINNEAPOLIS, MINNESOTA, SUNDAY MORNING, DECEMBER 2, 1906.

MINNESOTA
HISTORICAL
SOCIETY

STRIKING AND COMPREHENSIVE PLAN FOR LAYING OUT MINNEAPOLIS ON NEW LINES OF USE AND BEAUTY



THE CENTRAL DISTRICT OF MINNEAPOLIS AS LAID OUT IN THE JAGER-STAUS-EDWINS-HALDEN PLAN.

A Remarkable Civic Plan

The Journal presents herewith a striking and elaborate plan for the reconstruction of Minneapolis along lines of metropolitan improvement. It is such a plan as those which have been taken up by American cities, and which are now being seriously taken up by European cities. The original conception of this plan is that of John N. Jager, an architect of the finest training in this department of work, who is now located in Minneapolis. Mr. Jager has associated with himself in the arduous and difficult labor of working out the details Messrs. Ch. B. Straus, C. E. Edwins and F. E. Halden, all Minneapolis architects and men of ideas.

Mr. Jager studied the subject originally in Vienna under three of the most famous architects in the world—Camillo Sitte, who died in 1903, and who was probably the foremost authority on "city regulation"; Carl Mayrader, professor in the technical university in Vienna, and since 1891 chief of the "regulation board" of that city, to whom Mr. Jager was assistant for some years; and Max Fabiani, another celebrated authority, under whom he worked in the reconstruction of the beautiful city of Leybach.

The plan for making Minneapolis "the city beautiful and the city practical" may seem at first blush utopian and impractical, but its proponents point out that if a carefully worked-out plan, such as that of L'Enfant for the city of Washington, is adopted tentatively, all future improvements may easily be made to conform to it, whereas fifty years from now it would be quite impossible to adopt so general and far-reaching a project, except at prohibitive cost.

At the very least that may be said of it, the Jager-Straus-Edwins-Halden plan for the civic rebuilding of Minneapolis forms a most interesting and instructive study. The two maps of the city, one confined to the central district and the other showing how this plan articulates with the park system, already so well developed, will repay careful study.

Herewith, too, is presented an outline of the plan, the text that follows being supplied by the authors and representing, of course, their ideas and not necessarily The Journal's.

THE man who like Luther Burbank can make two stalks of grain grow where only one grew before must follow certain definite laws or the attempt would be a failure.

The principles of the problem under consideration must be thoroughly studied and the plans for future development follow the laws as given.

The modern business man as well as the general in the field must have his work mapped out and the advance must be along the lines thus determined upon. The modern city is a business corporation and should be managed on the same principles as a great railway or other large business organizations.

Its civic development should follow well studied and definite lines, based on natural laws of growth.

The Washington plan, the work of M. L'Enfant, for the building of the nation's capital city, is a good illustration of intelligent and masterful planning for future growth. New York on the other hand, with its gridiron plan, has come to the realization that it must be "reconstructed," and plans that now seem certain of acceptance, call for an expenditure exceeding probably \$500,000,000. Philadelphia has begun to do the same thing, but at much lower cost. Paris and Vienna were reconstructed at an immense cost of money, but it would be hard today

to find a Parisian or a Viennese who thinks his city made a bad municipal investment. Other European cities have gone thru similar costly reconstructive periods, and now our American cities are waking up to the fact that civic art has a practical and financial value independent of sentiment.

Minneapolis Well Situated.

Few cities are as fortunately situated in regard to natural advantages and beauties as Minneapolis with its river and falls, lakes and parks. (Nature can do a great deal in this direction, but art, which is man's work, must supplement it.)

The prospects of a new union station and a new postoffice building present an unusual opportunity for making these buildings the nucleus in a comprehensive plan for a great civic improvement. What we want is a city that is both practical and beautiful and we propose to show in the accompanying drawings and the present article what are the things that help to make the city come as near the requirements as possible. Of course, many circumstances are necessary and we shall try to indicate only the principal ones.

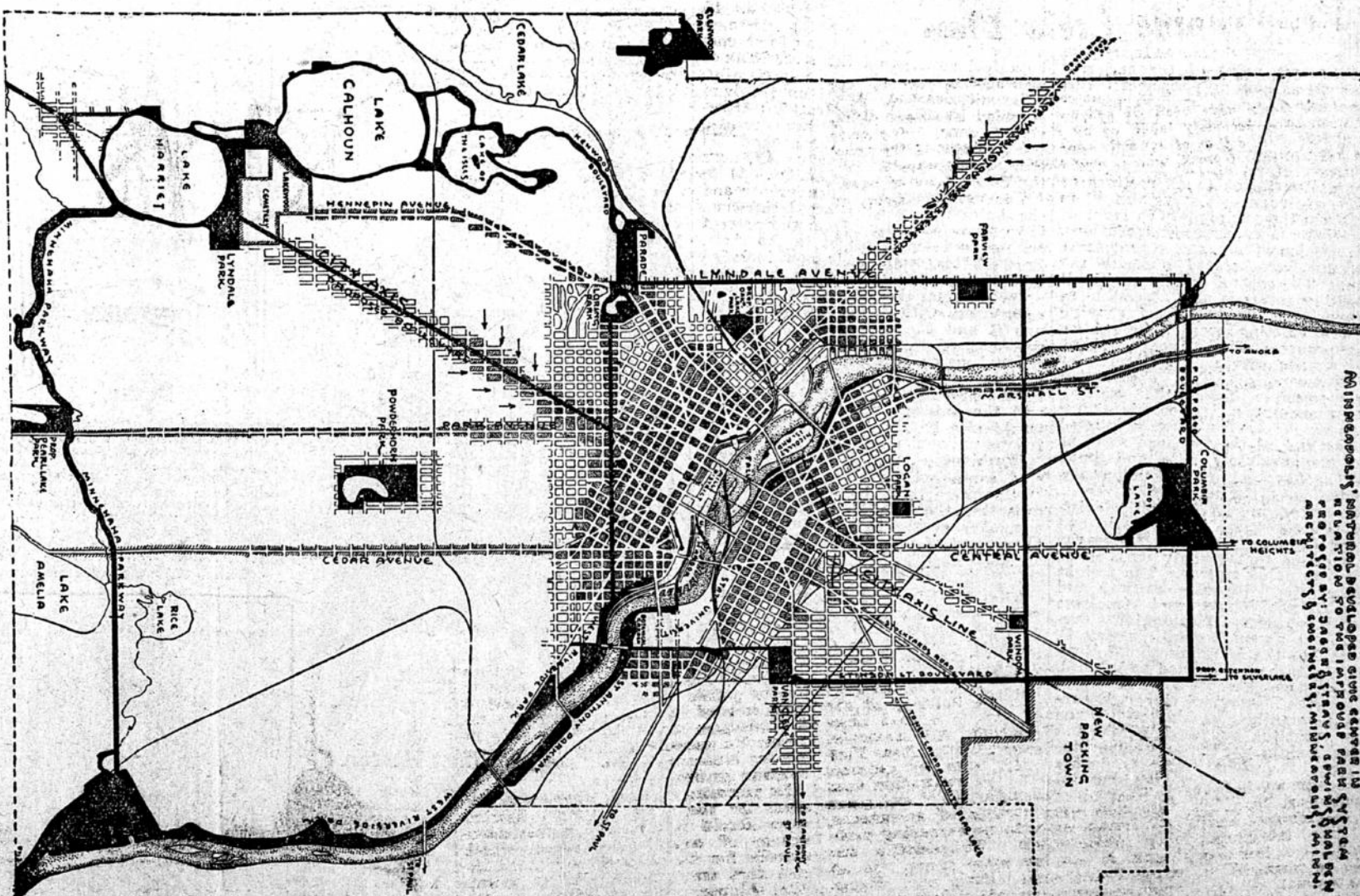
Streets and Public Squares.

If there is any one thing that modern civic art has learned, thru dearly bought experience to recognize as being of the greatest importance in modern cities' business centers, it is the plan of the streets.

To solve the problem and make an intelligent and comprehensive plan of it on a sheet of drawing paper requires no impossible genius, but in order to secure public endorsement of such a plan, it is of the utmost importance for the designer not only to be able to prove its success in other cities, but also to demonstrate the failures of the common gridiron plan.

In planning an ideal street arrangement for the city's business district, there should be, first a comprehensive scheme of arterial thoroughfares, which provide for the shortest and most direct thru travel from point to point. This scheme, which is shown on the

Continued on Next Page.



MAP OF THE WHOLE CITY, SHOWING HOW THE JAGER-STAUS-EDWINS-HALDEN PLAN IS ARTICULATED WITH THE PARK SYSTEM.