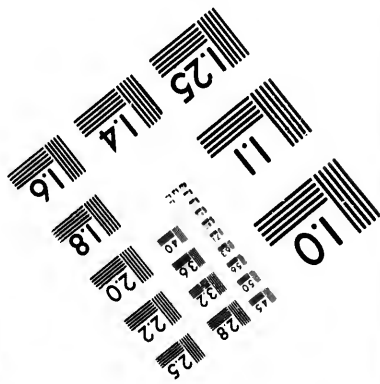
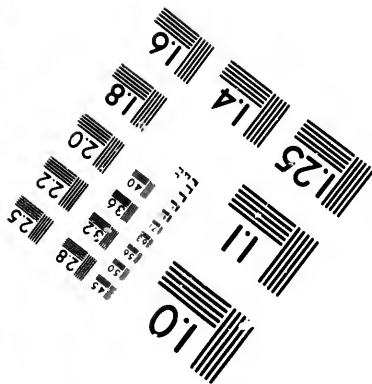
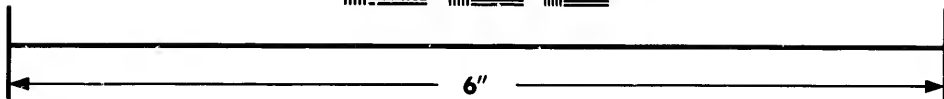
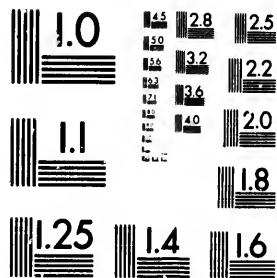


**IMAGE EVALUATION  
TEST TARGET (MT-3)**



**Photographic  
Sciences  
Corporation**

23 WEST MAIN STREET  
WEBSTER N.Y. 14580  
(716) 872-4503

1.5  
1.8  
2.0  
2.2  
2.5  
2.8  
3.2  
3.6  
4.0

**CIHM/ICMH  
Microfiche  
Series.**

**CIHM/ICMH  
Collection de  
microfiches.**



Canadian Institute for Historical Microreproductions / Institut canadien de microreproductions historiques

1.0  
1.5  
2.0  
2.5  
3.0  
3.5  
4.0

**© 1985**

Technical and Bibliographic Notes/Notes techniques et bibliographiques

The Institute has attempted to obtain the best original copy available for filming. Features of this copy which may be bibliographically unique, which may alter any of the images in the reproduction, or which may significantly change the usual method of filming, are checked below.

L'Institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modification dans la méthode normale de filmage sont indiqués ci-dessous.

- |  |  |
|--|--|
| <input checked="" type="checkbox"/> Coloured covers/<br>Couverture de couleur  | <input type="checkbox"/> Coloured pages/<br>Pages de couleur   |
| <input type="checkbox"/> Covers damaged/<br>Couverture endommagée  | <input type="checkbox"/> Pages damaged/<br>Pages endommagées   |
| <input type="checkbox"/> Covers restored and/or laminated/<br>Couverture restaurée et/ou pelliculée  | <input type="checkbox"/> Pages restored and/or laminated/<br>Pages restaurées et/ou pelliculées  |
| <input type="checkbox"/> Cover title missing/<br>Le titre de couverture manque   | <input checked="" type="checkbox"/> Pages discoloured, stained or foxed/<br>Pages décolorées, tachetées ou piquées   |
| <input type="checkbox"/> Coloured maps/<br>Cartes géographiques en couleur   | <input type="checkbox"/> Pages detached/<br>Pages détachées  |
| <input type="checkbox"/> Coloured ink (i.e. other than blue or black)/<br>Encre de couleur (i.e. autre que bleue ou noire)   | <input checked="" type="checkbox"/> Showthrough/<br>Transparence   |
| <input type="checkbox"/> Coloured plates and/or illustrations/<br>Planches et/ou illustrations en couleur  | <input type="checkbox"/> Quality of print varies/<br>Qualité inégale de l'impression   |
| <input type="checkbox"/> Bound with other material/<br>Relié avec d'autres documents   | <input type="checkbox"/> Includes supplementary material/<br>Comprend du matériel supplémentaire   |
| <input type="checkbox"/> Tight binding may cause shadows or distortion<br>along interior margin/<br>La reliure serrée peut causer de l'ombre ou de la<br>distorsion le long de la marge intérieure   | <input type="checkbox"/> Only edition available/<br>Seule édition disponible   |
| <input type="checkbox"/> Blank leaves added during restoration may<br>appear within the text. Whenever possible, these<br>have been omitted from filming/<br>Il se peut que certaines pages blanches ajoutées<br>lors d'une restauration apparaissent dans le texte,<br>mais, lorsque cela était possible, ces pages n'ont<br>pas été filmées. | <input type="checkbox"/> Pages wholly or partially obscured by errata<br>slips, tissues, etc., have been refilmed to<br>ensure the best possible image/<br>Les pages totalement ou partiellement<br>obscurcies par un feuillet d'errata, une pelure,<br>etc., ont été filmées à nouveau de façon à<br>obtenir la meilleure image possible. |
| <input checked="" type="checkbox"/> Additional comments:/<br>Commentaires supplémentaires:   | Irregular pagination : [1] - 38, 381-384 p.  |

This item is filmed at the reduction ratio checked below/  
Ce document est filmé au taux de réduction indiqué ci-dessous.

10X	12X	14X	16X	18X	20X	22X	24X	26X	28X	30X	32X
						✓					

The copy filmed here has been reproduced thanks to the generosity of:

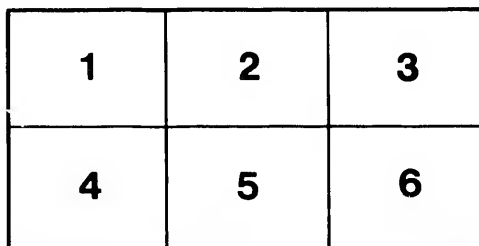
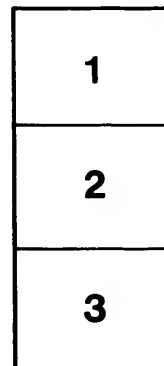
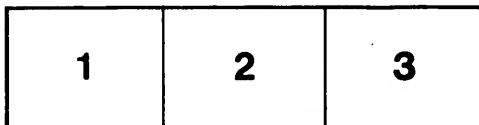
Library of the Public  
Archives of Canada

The images appearing here are the best quality possible considering the condition and legibility of the original copy and in keeping with the filming contract specifications.

Original copies in printed paper covers are filmed beginning with the front cover and ending on the last page with a printed or illustrated impression, or the back cover when appropriate. All other original copies are filmed beginning on the first page with a printed or illustrated impression, and ending on the last page with a printed or illustrated impression.

The last recorded frame on each microfiche shall contain the symbol → (meaning "CONTINUED"), or the symbol ▼ (meaning "END"), whichever applies.

Maps, plates, charts, etc., may be filmed at different reduction ratios. Those too large to be entirely included in one exposure are filmed beginning in the upper left hand corner, left to right and top to bottom, as many frames as required. The following diagrams illustrate the method:



L'exemplaire filmé fut reproduit grâce à la générosité de:

La bibliothèque des Archives  
publiques du Canada

Les images suivantes ont été reproduites avec le plus grand soin, compte tenu de la condition et de la netteté de l'exemplaire filmé, et en conformité avec les conditions du contrat de filmage.

Les exemplaires originaux dont la couverture en papier est imprimée sont filmés en commençant par le premier plat et en terminant soit par la dernière page qui comporte une empreinte d'impression ou d'illustration, soit par le second plat, selon le cas. Tous les autres exemplaires originaux sont filmés en commençant par la première page qui comporte une empreinte d'impression ou d'illustration et en terminant par la dernière page qui comporte une telle empreinte.

Un des symboles suivants apparaîtra sur la dernière image de chaque microfiche, selon le cas: le symbole → signifie "A SUIVRE", le symbole ▼ signifie "FIN".

Les cartes, planches, tableaux, etc., peuvent être filmés à des taux de réduction différents. Lorsque le document est trop grand pour être reproduit en un seul cliché, il est filmé à partir de l'angle supérieur gauche, de gauche à droite, et de haut en bas, en prenant le nombre d'images nécessaire. Les diagrammes suivants illustrent la méthode.



PLANS  
FOR  
BEAUTIFYING NEW YORK,  
AND FOR  
ENLARGING AND IMPROVING  
THE CITY OF BOSTON.

BEING, STUDIES TO ILLUSTRATE THE SCIENCE OF  
CITY BUILDING.

---

BY ROBERT FLEMING GOURLAY.

---

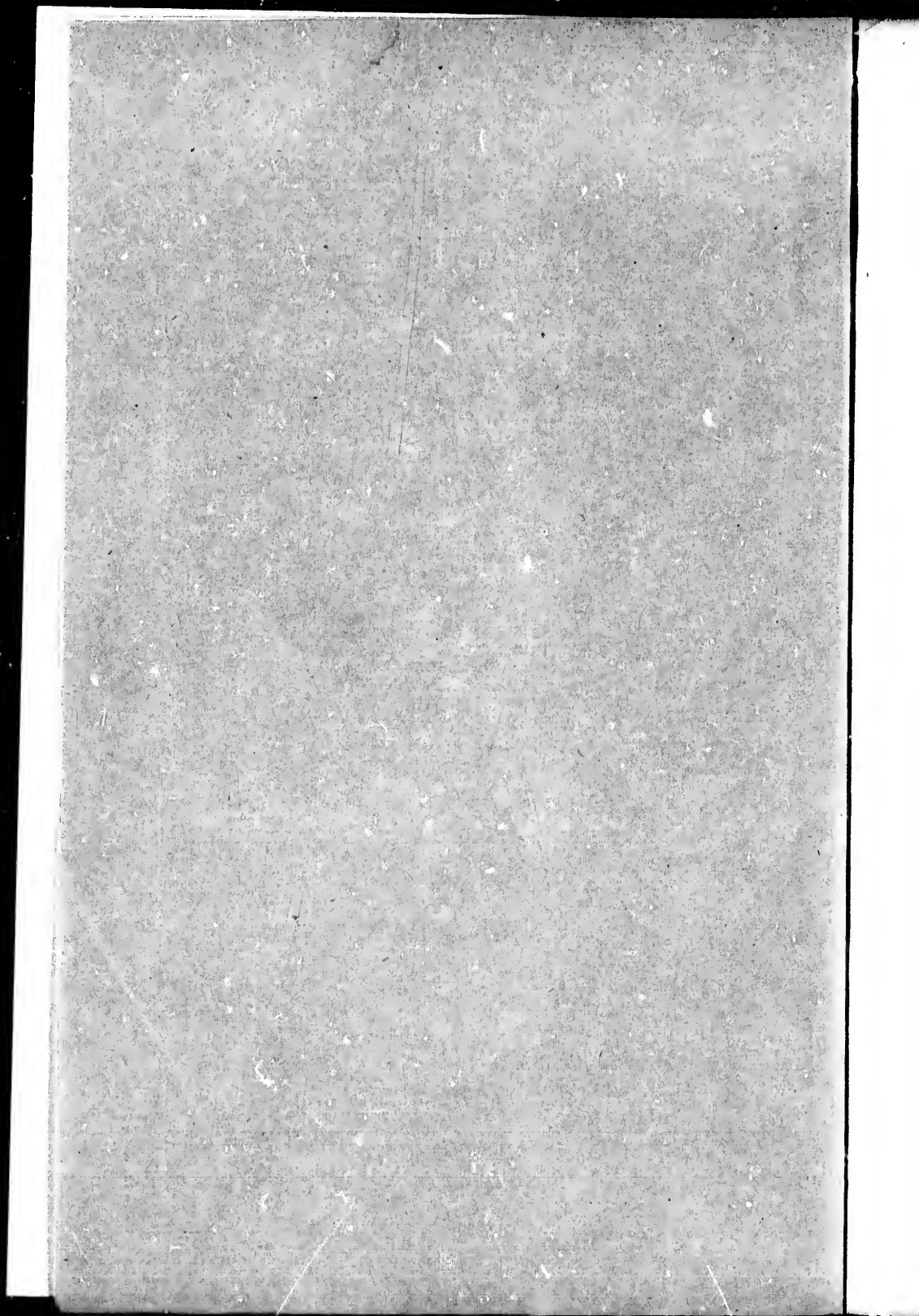


---

"Go to, let us build us a City."

---

BOSTON:  
PUBLISHED BY CROCKER & BREWSTER,  
AND  
SAXTON, PEIRCE, & CO.  
1844.



To Captain Higginson  
with  
Mr. Gourley's Compliments  
**PLANS** Nov. 10 - 1844

FOR

BEAUTIFYING NEW YORK,

AND FOR

ENLARGING AND IMPROVING

THE CITY OF BOSTON.

BEING, STUDIES TO ILLUSTRATE THE SCIENCE OF  
CITY BUILDING.

BY ROBERT FLEMING GOURLAY.



"Go to, let us build us a City."

BOSTON:

PUBLISHED BY CROCKER & BREWSTER,

AND

SANTON, PEIRCE, & CO.

1844.



Entered according to the Act of Congress, in the Year Eighteen Hundred and Forty-Two,

By ROBERT FLEMING GOURLAY.

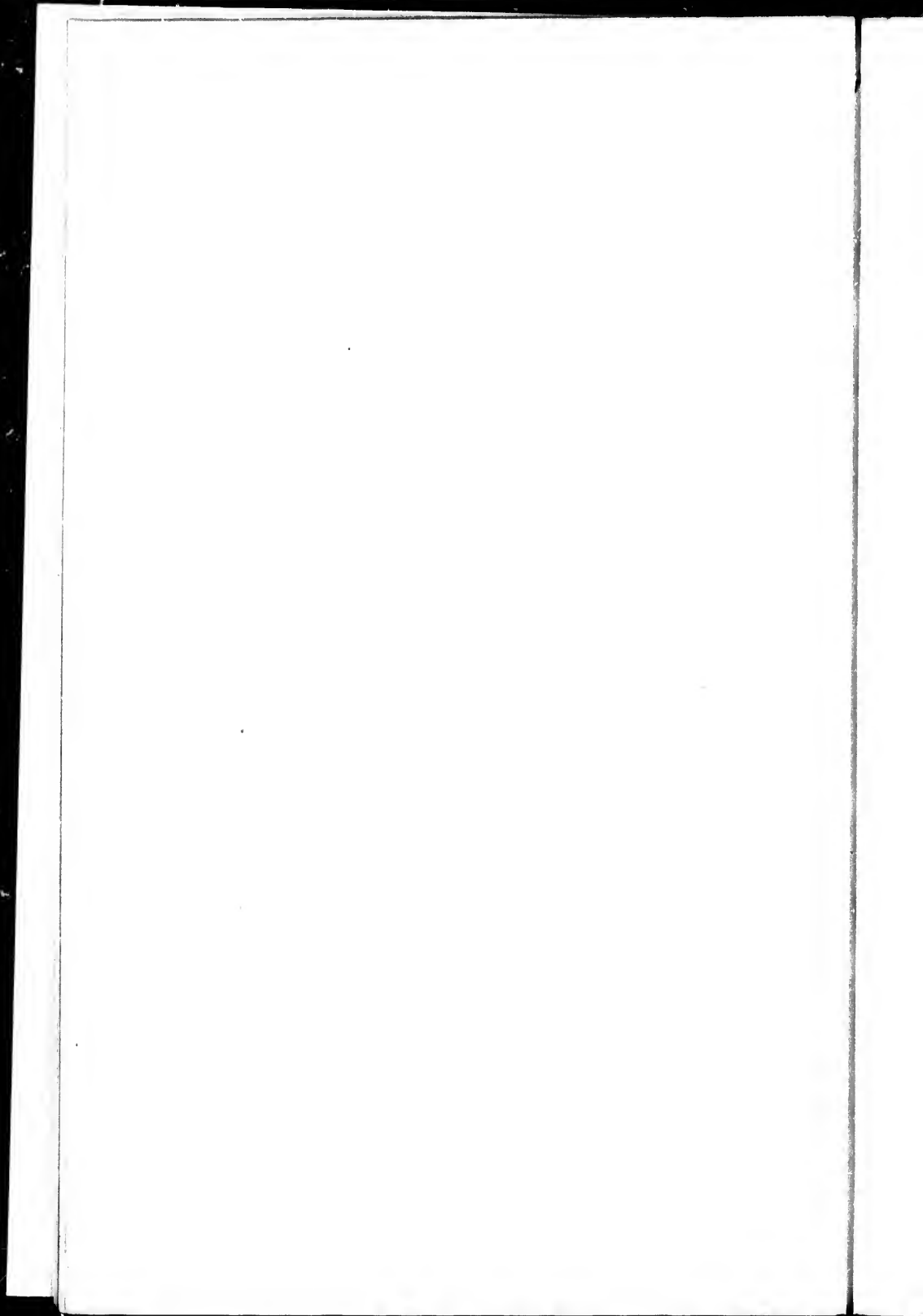
In the Clerk's Office of the District Court of the District of Massachusetts.

## ADVERTISEMENT.

Offering this little work to the public, I would have it known as a result of accidents. Detained at New York, 1834 and 1835, month after month, without object, I had to fix my thoughts on something, and it was at least innocent to contemplate improvements of the city. Many plans were then conceived; but one only produced — No. 1 — which is here exhibited. Similar circumstances, in Boston, this and the last year, led to projects of the same kind. Last year, I handed about a small pamphlet calling attention to the improvement of the Common, — a number of "*The Neptunian*," now included in this; and, by and bye, was led to conceptions of vast importance, which I confidently trust may be gravely considered, and speedily acted on. But, the whole is subsidiary to higher objects still; — and, in concert with the great purpose of my life, — bettering the condition of the laboring classes, which has brought me, twice, to this side of the Atlantic.

At Edinburgh, 1829, the first number of a projected series on the subject of city-building was published. That did not then proceed further, but the project was not, and is not abandoned. Should this pamphlet pay, I would republish that, and then a few numbers more, sufficiently to illustrate my meaning, and have established a society for promoting the science of city-building, of infinite consequence to society at large, especially in regions yet to be settled. In this pamphlet, I have endeavored, chiefly, to make clear what is essential for Boston, at the present time; and, flung out some hints which may lead to reflections, otherwise. At this crisis, the public are not prepared, patiently to give ear to any lengthened dissertation on a subject never before broached. Happy will it be should these hints stimulate some one better qualified to proceed; for, here, I have literally "no continuing city" — and know less than any one, "what a day may bring forth."

R. F. G.



# PLANS

## FOR IMPROVEMENT OF NEW YORK.

TO HIS HONOR, THE MAYOR.

*New York, July 15, 1835.*

SIR:—I am author of "PLANS FOR IMPROVEMENT OF EDINBURGH," which were published at different times in Scotland, some years ago; and one of which was dispatched from thence to Washington, with a suggestion, that "CITY BUILDING" might be reduced to a science, of incalculable value in new settlements, where thousands of cities are yet to be founded.

During a residence of eighteen months in this city, I have observed many parts which might have been better planned; but, which, now, from value of property and entanglement of interests, cannot be easily, if ever, altered; and, I have projected designs, in other quarters, which would admit, from their convenience, economy, and magnificence, of any requisite expenditure, in execution.—It would be vain, however, to particularize, till called on, and till the public are prepared to listen.

When the water Report was approved, by vote of citizens, it seemed a fair opportunity to throw out a hint, as to a species of improvement wherein a supply of water was essential; and, I chose a spot for illustration, at once fully in the public eye, and where the interest of a wealthy individual was more immediately concerned. To him I addressed a letter, with a sketch; and a copy being shown to many others, was highly approved of, by all.

It was my intention, at an early day, to present one to the Board of Aldermen; but, not being professional, I had to employ a Draughtsman, and he has delayed, till now, furnishing me with what accompanies this letter.

My proposal is, to cut off the narrow point of the Park; and, where the gate now stands, to enclose a circular space with a Jet d'eau in the centre, and bason for the reception of the falling water, engrafted with shrubbery, and, a few weeping willows.

The Croton water, by report, is to rise to seven feet above the highest roof in the city, which would afford a Jet of some 40 or 50 feet. — In hot weather, the view of this would be delightfully refreshing, and the air, around, would be actually cooled by the projected stream. Indeed, were citizens accustomed to such luxuries, they would desire to have fountains throughout, in every place adapted for them; — such as the Bowling green, Franklin square, Chatham square, &c., &c; — nor would there be any waste of water, as that could be conducted to other useful ends; and, there is a purpose it might be applied to, of infinite importance, in rendering the city more healthy, which, if required, could be pointed out; and, which the water itself might regulate, on the beautiful principle, in operation at Greenock, in Scotland. (Planned by Mr. Thom.)

By cutting off the point of the Park, great convenience would result in the thoroughfare, to and from Barclay street, Beekman street, &c. Carriages setting down, and taking up company at the Theatre, Hotels, Churches, &c., would avoid confusion, by sweeping round the Fountain; while the danger to foot passengers, at the crossings, would be greatly lessened.

The Park, itself, would be improved, as the narrow point causes a huddle, and tends to lessen it, in appearance. The gate, too, is unsightly, and gives place to nuisance.

The cost of exhibiting this improvement would be trifling, as a temporary Jet could be introduced; and, when the Croton water was brought into the city, the public would be fully prepared to sustain it, and others of the kind.

It is unnecessary to say more at present, as the accompanying drawing will make all sufficiently clear; and, I have now only to beg that you will honor me by laying the same, with this letter, before the Board.

Most respectfully yours,  
ROB. F. GOURLAY.

TO HIS HONOR, THE MAYOR.

To be communicated to the Board of Aldermen:—

Astor House, (No. 163,) Nov. 21, 1842.

Sir—Last Friday, I called at the City Hall, to hand you a PLAN FOR IMPROVEMENT OF NEW-YORK, with a copy of a letter, submitted to the Board of Aldermen by the then Mayor, July, 1835.

Its reception, by the Board, was announced in the Newspapers of the day; but I left the city a few weeks after, and returned only last week.

On coming to town, several of my friends congratulated me, on the completion of what I suggested,—THE FOUNTAINS,—and I presume there will be no question on that score.

Should I now be honored with notice, there is a subject of much greater importance to be spoken of; and, as to that, I left a packet, in care of Cornelius N. Lawrence, the day on which I departed for Ohio, of which I have still a copy.

In Ohio, after the *great fire*, I addressed His Honor, on the subject of rebuilding; but, most likely, that is destroyed; though I retain a copy.

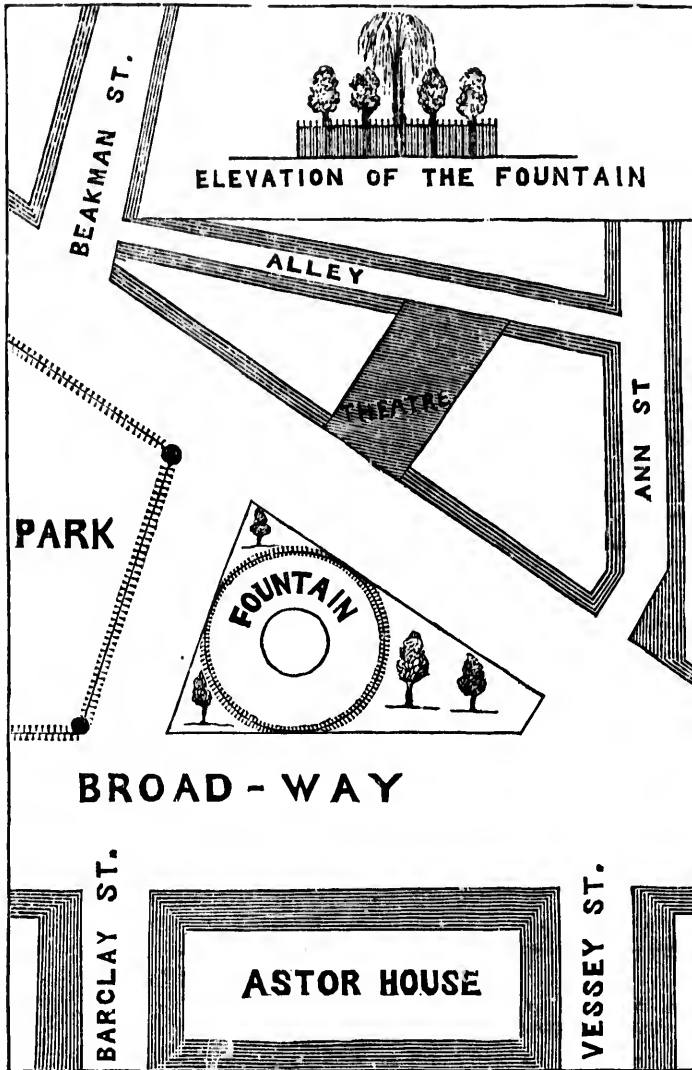
Had I seen you on Friday, I meant to have requested a search for my original Plan and description of the Fountains, and would still. Many individuals remember seeing it, as now copied out.

Being in feeble health, I dare not venture much out, in face of the cutting frost-wind; but, would be much gratified with an acknowledgement of this, and an interview, should your engagements admit, one of these three days I still propose remaining in the City.

I am, respectfully, yours,  
ROBERT F. GOURLAY.

# Plans for the Improvement of New York,

BY R. F. G.—No. 1.



the  
or 50  
ly re-  
ject-  
they  
apted  
tham  
s that  
ose it  
more  
n the  
on at

d re-  
treet,  
eatre,  
ound  
ings,

auses  
oo, is

as a  
r was  
stain

aying  
beg  
efore

Y.

842.  
EMENT  
then

I left

what  
score.  
nce to  
e day

; but,

n and  
it, as

wind;  
should  
ty.

AY.

## NOTE.

*Boston, Aug. 16, 1844.*

IMMEDIATELY after my letter, 1835, with the plan, was delivered at the City Hall, I left New York, for two weeks. On returning, a friend told me he had seen from Newspapers, that the subject was under consideration of the Board of Aldermen, and advised me to call for compensation; but, I said it would be soon enough, when Croton River was brought to the city. I forthwith set off for Ohio; and, there, and in Canada, was detained, by ill health, years beyond expectation.

When the great fire happened in New York, I conceived a grand project for rebuilding, on a plan of magnificence, convenience, and safety from fire, surpassing all that ever had been. A letter, offering services, was despatched to the Mayor; but, soon after, it appeared, that the hurry of individual proprietors, would frustrate this, and it was abandoned. (My letter was dated *January 12, 1836*; and, if it was laid before the Board of Aldermen, may yet be on the file.)

Being at Avon Springs, for health, September 1842, I read an account of the opening of the Fountains, in the *New York Herald*, and wrote to the Editor, on the subject, but no notice of my letter appeared. Coming to New York, in November following, I copied out the above, and with a plan, handed it in, for perusal of the Mayor. The Clerk had just received these from me, when a person hurried to tell us that Colt had killed himself, and the prison was on fire. This changed the subject; and sure enough, on getting out of doors, I saw the blaze. Being then out of town three days, I had no opportunity of paying my personal respects; but wrote to his Honor on the subject, (November 21,) and came off to New England:—where, till now, I have had no good opportunity to explain. The matter, however, stands on record, at the City Hall, as having been referred to a Committee.

Contemplating many plans for the improvement of New York City, the very first that appeared most essential, was cutting off the sharp corner of the Park; and, my design was, to place an equestrian statue of Washington in the centre of the cleared space:—which was set aside for the Fountain, when it appeared certain that Croton water would be introduced.

I was informed, 1835, that, without the leave of Congress, the Park could not be lessened, or altered; but, if so, that could readily be obtained; and, I yet think, cutting off the corner by far the most essential improvement for the convenience of all,—to say nothing of bettering appearances. The Fountain, in the midst of a cleared space, would then be well displayed; and be a marked object, from every point; besides, in my humble opinion, a simple jet would be in far better taste, than the fantastic forms, in which the water is now made to play.

My chief object, in publishing my letter to the Mayor, with my plan, is to draw attention to this subject, which appears highly important. The fountain, where it now is, produces little effect; and in fact, adds to the huddle of the ugly gate, and loathsome corner.

My wood-cut has been poorly executed; but, readers will have no difficulty in conjuring up something better.

1844.

ered at  
nd told  
leration  
; but, I  
e city.  
l, by ill

project  
om fire,  
atched  
al pro-  
s dated  
may yet

ount of  
rote to  
ning to  
a plan,  
d these  
elf, and  
on get-  
e, I had  
r on the  
ll now,  
stands

ity, the  
rner of  
hington  
untain,

k could  
and, I  
nent for  
. The  
d; and  
simple  
e water

n, is to  
e foun-  
to the

fficulty

# PLANS

## FOR IMPROVEMENT OF BOSTON.

TO HIS HONOR, THE MAYOR OF BOSTON.

No. 1.

SIR: Having resided in this city four months, and had much enjoyment, with improved health, walking in your glorious Common, I would now, about to depart, gladly leave behind a token of gratitude and usefulness.

The accompanying Testimonials show that I was once a Farmer: and, assured of this, you will be more disposed to listen to what follows:

The Common, I understand, was once pastured with cows, and a friend tells me he used to have pleasure looking at them: nevertheless, they were objected to, and excluded. I would substitute sheep,—ewes and lambs; but all exclaim against this. Sheep, they say, would never do: boys and dogs would chase them: they would run off: they would soil the paths, and bark the trees. No such thing. I would construct a movable fold, elevated six feet, with an inclined gangway, for entrance. The floor should be perforated for drainage of all moisture; and hatches made for the ready discharge of dung. Near the Common is a depot for street-sweepings. Over these, I would place the fold, movable at pleasure, on rails, so that droppings would be mixed with these, as manure, economically. In England, I had five hundred ewes and upwards, with their lambs, which, from the middle of March till the second week of May, were fed on fifty-two acres of water-meadow, and folded on arable land preparing for a crop of barley. The sheep were let run from the fold towards 11 o'clock, and driven back from the meadow about 3. Evening and morning they had hay in cribs; but, of this, they ate little,—their principal food being the grass, on which they thrive surprisingly. Hastening to the meadow, they dropt nothing; and, returning, swelled like full blown bladders, they let little fall by the way,—the food in their stomachs being yet too crude for discharge. Thus, no filth was to be seen.

Ewes and lambs let run twice a day on the Common, three hours each time, would need no hay. A man, with a dog, would manage all, and protect them from annoyance. Citizens, both old and young, would admire the animals, and hold them sacred. Let out to pasture, hungry, the sheep would not loiter on paths, to soil them; and the few trees, yet of tender growth, could be fenced in; although, in fact, the flock, having abundant grass, would touch none of them.—Ewer, with lambs, could be purchased when required; the lambs, when fit for the butcher, sold off gradually; and so, afterwards, the



ewes, till the whole concern was closed with the season. Any American Farmer can calculate the profit: I would guess, at least a thousand dollars a year. Sometimes, in England, I have let my water-meadow, for spring feed, as it was called, from the middle of March till the second week of May, for £2 sterling per acre. The owner of the pasturing stock found hay, and I had the manure, to boot, from his sheep folded on my land. — To the city of Boston profit is a secondary concern; but, by pasturing only, can the Common be most beautified. Look, at this moment, to the mowing system, and see how objectionable it is. No where is the mowing well done: in some places, as ill as possible; and, in other places, the grass, run to seed and wirey, cannot be mowed. The hue of the verdure is not uniform, nor, so pleasant to the eye, as it may be, by pasturage. Under the mowing system, the grass is never fit for walking on;—certainly not when wet with rain or dew: nor, thus treated, is the Common available for fêtes and reviews. Let it be pastured with sheep, levelled where required, weeded, top dressed, and rolled, — I shall engage that, in a few years, the surface may be trod on, at all times, with comfort; and rival, in appearance, the finest carpet.

Having read this letter, may I beg of you to honor me by laying it before the Board of Aldermen.

Most respectfully yours,

ROB. F. GOURLAY.

*Marlboro' Hotel, June 15, 1843.*

No. 2.

SIR: Understanding that you laid before the Board of Aldermen, my letter of June 15, I now beg you will do me like honor, by laying this, with the accompanying Map of a Pagoda and Flower Garden, before the same.

When summer set in, nothing seemed to me so unaccountable as the Common not being frequented by Ladies. By and by, it occurred, that want of proper resting-places caused this; and seated, daily, on the eminence beyond the Big Tree, at once to rest and enjoy the delightful prospects — the stirring scenes on the railways, and beautiful country beyond — Roxbury, Brookline, Brighton, &c. &c., it struck me, that, a Pagoda erected on that spot, with a Flower Garden adjoining, and a Refectory, would supply every want.

For some weeks I have been employed drawing, and submitting Plans to my friends. All pronounce the idea a happy one; but some say it cannot be executed, because of an ancient charter, which forbids building on the Common. This, I hold at naught, assured that it never could be contemplated to bar out what would promote the chief end of the Common, — recreation and enjoyment to the citizens at large. Such objection might be urged against gates, fences, and fire-works.

My plan would not be costly; nay, I would ensure ten per cent. on any outlay of money, for any term of years.

The first floor of the Pagoda, I would make free to all; and exact

payment from those choosing to ascend the Pagoda, or walk in the Garden.

People, with whom I have spoken on the subject, say that nothing, in Boston, would be so profitable; and, that cash would readily be advanced to the City Authorities, for execution: certainly, nothing could contribute so much to health and happiness.

Mounting the State House, or the Monument, thence to view scenery unrivalled on this continent, is toil — disagreeable toil; and, at the top, there is no comfort. The Pagoda, having an easy stair, might be ascended, even by the old and infirm,—resting stage after stage, and, tempted on, by the growing glory around. At the top, the view would be little less extensive than from the State House or Monument: otherwise, it would be superior,—free from giddiness, and fringed below, on the foreground, with foliage. The Telescope, too, would be an attraction, to be used either for the survey of the earth, or the heavens.

It has been hinted, that, my being a Foreigner will militate against adopting the Plan. Surely not. Successors of the Pilgrims will ever keep in mind that they were Foreigners. Besides, were my history known, it would be allowed that no one has better claims to nursing in the Cradle of Liberty,—a martyr to freedom, since the year 1808.

I have been detained here months beyond expectation; but, the more am I attached to your famed city, and the more am I disposed to contribute my mite towards its improvement.

Your obed't and very humble servant,

*Marlboro' Hotel, July 11, 1843.*

ROB. F. GOURLAY.

No. 3.

TO THE SAME.

Sir:—It was not my intention again to trouble you; but, the wretched appearance,—the "*green and yellow melancholy*," of the Common, at this time, urges me to write, and to say that it might be otherwise. In short, Sir, I would engage, as an AGRICULTURIST, that its verdure could be kept bright all summer; and more, that you may have grass in Spring earlier, and, in Fall, later,—thus increasing the enjoyment of citizens—objects, surely, worthy of consideration.

I came to Boston, solely to be at the nearest point, in the United States, for correspondence with my family in Scotland; and, same time, to be in the line of communicating with Canada, where I have property and business. In Boston, I have had much satisfaction every way, and infinite pleasure, walking in the Common. To Boston and its people, I have become attached; and, confident that my suggestions may be made available for the improvement of the City, I hereby offer my services, to realize the same.

FIRST:—I will engage, by pasturage, to make the Common, instead of a bill of expense, profitable; while the surface shall, at all times, be in the best condition for walking on.

SECOND:—I will insure ten per cent, interest, on any money judiciously laid out on a Pagoda and Flower Garden, as planned by me.

THIRD:—I will engage to effect what is above set forth, as to the verdure.

As I am to remain here till Saturday, the Authorities may, if they incline, see and converse with me, on the whole matter:—and, mean time, you will honor me by laying this letter before the Board of Aldermen.

Respectfully yours,

*Marlboro' Hotel, July 17, 1843.* ROBERT F. GOURLAY.

No. 4.

*To the President of the Common Council of Boston City:*

TO BE COMMUNICATED.

Sir:—Probably all communications, laid before the Board of Aldermen, are submitted to the Council; but, as I am little known here, and my letters, written at different times, might not be attended to, in connection, I have thought it well, to write out the above copies, together;—begging you will, in this form, present them to the Council.

It was my wish, also, to annex a corrected Plan; but feeble health forbids.

I have the honor to be, sir, your obed't serv't.

ROBERT F. GOURLAY.

*Marlboro' Hotel, July 19, 1843.*

No. 5.

*City Hall, Boston, July 21, 1843.*

Sir:—I have the honor to acknowledge receipt of your several communications, in relation to the Common, in this city, which I have laid before the Committee on the Common, &c. I am directed to inform you that the Committee do not consider themselves, or the City Government, authorized to place a building of any kind on the Common,—the citizens having especially reserved that power in their own hands. The Committee do not deem it expedient to keep sheep on the Common.

Respectfully, your obedient servant,

R. F. GOURLAY, Esq.

M. BRIMMER, Mayor.

It now appearing, that the Citizens at large have to determine;—the whole, is respectfully submitted to their deliberate judgment.

*Marlboro' Hotel, July 21, 1843.* ROBERT F. GOURLAY.

#### NOTE.

This correspondence with the Mayor of Boston, &c., was published in No. 9 of THE NEPTUNIAN, together with accounts of my extraordinary case of sleeplessness, extracted from the Boston Medical and Surgical Journal. This sleeplessness has now continued five years and eight months, with the exception of two hours.—It was coupled with the subject of "City-building," as it had a considerable share in conjuring up PLANS, and studying them.

## TO THE CITIZENS OF BOSTON.

LADIES AND GENTLEMEN:

Informed by His Honor the Mayor, that you "*have reserved in your own hands the power to place a building on the Common,*" I have caused plates to be engraved for your better understanding my Plan of a Pagoda, &c.

Permit me, therefore, to submit the same to your inspection; and, if approved by the majority, it will be easy to decide, at next annual election, whether or no the work shall proceed.

My offers to execute were made to arrest attention, as matter of business. If required, I would adhere;—being certain that all could be done to profit; but, I wish no job of the kind; and many are better qualified, for execution, than I am.

Before the question is settled, I shall be gone hence: but, shall ever bear in mind pleasing recollections of Boston, where I have had more enjoyment than I could have had any where this side the Atlantic, from general intelligence, moral discipline, and steady habits;—much more than I have experienced in any other city—London, Edinburgh, or New York;—enjoyment, which has soothed me under cruel circumstances; and, which, will be continued, should I succeed in adding to yours.

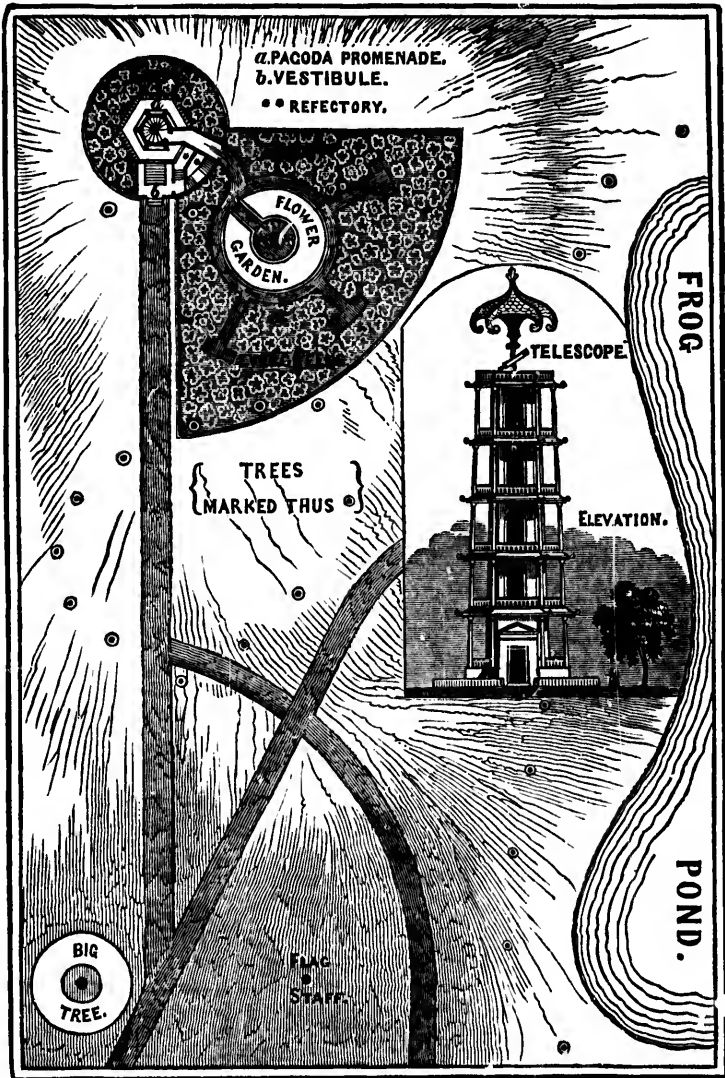
Meantime, accept the best wishes of,

Your obedient and very humble servant,

ROBERT F. GOURLAY.

*Marlboro' Hotel,* }  
*September 15, 1843.* }

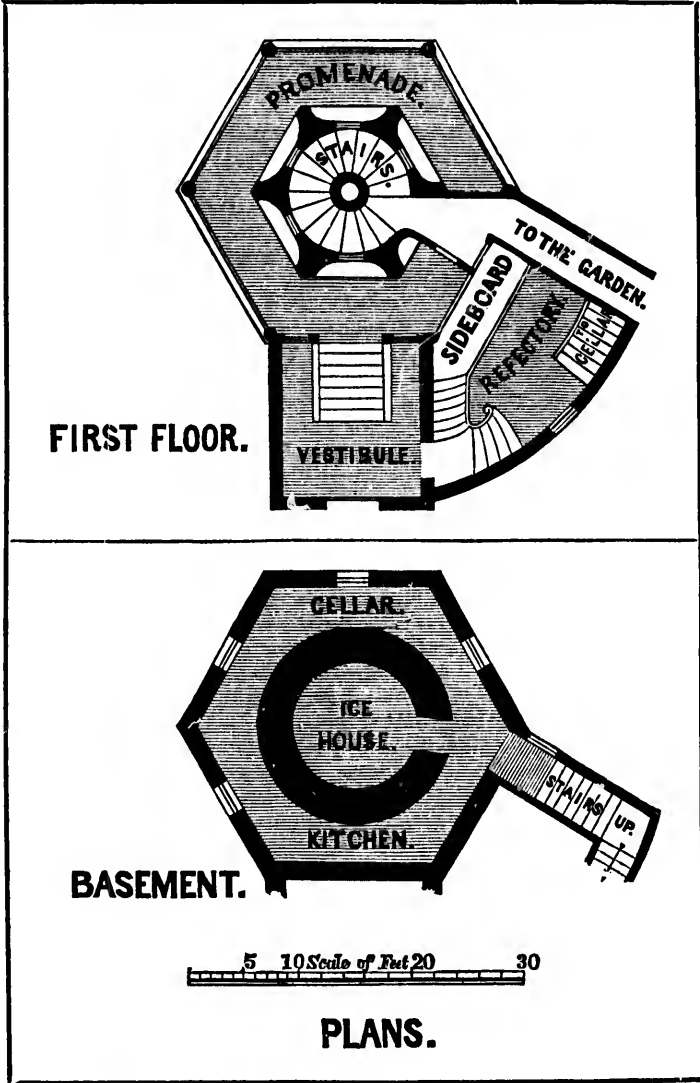
# PLAN AND ELEVATION OF A PAGODA, with a FLOWER GARDEN, in Boston Common.



# RESPECTFULLY DEDICATED

TO

The good taste, and sound judgment of the Citizens at large.



## THE SCIENCE OF CITY BUILDING.

LANDED at Quebec, May 1817, I was immediately struck with the miserable planning of that city; — some of its principal streets being from fifteen to twenty feet wide, only. At Montreal it was better. At Kingston, well, in this respect; — the streets being seventy feet wide; — sufficient, where the length is not great, or the stream of commerce excessive.

At Buffalo, the main street appeared too wide; for, there is a limit beyond which inconveniences are experienced; and, this was more apparent at Canandaigua.

At Detroit — December of the same year — General Macombe laid before me a plan for the extension of that city; and, then, it first dawned on my mind, that City-building might, and should be reduced to a science, of incalculable value in America, where thousands of cities are yet to be founded. This idea has been cherished ever since; and, in London, Edinburgh, New York, Cleveland, and Kingston, I have employed spare time in drawing plans, with a view, ultimately, of illustrating the science. This study gave rise to the present proposal of building a Pagoda on the Commor; and, other improvements are contemplated for Boston, which may yet be spoken of.

At Edinburgh, in 1829, I published Plans for the improvement of that city, with a proposal to institute a society for promoting the "science of City-building;" and in 1831, sent one of my Plans to General Macombe, at Washington, to prepare the way for coöperation, on this continent; but, as yet, all my projects have been marred by untoward circumstances, and endless persecution.

I now flatter myself that, in this "CRADLE OF LIBERTY," my suggestion may be acted on, and Boston become, also, THE CRADLE of the arts and sciences. — A society for advancing "the science of city building," may be instituted by any dozen individuals of taste and liberality. They could easily set a-going a Periodical, which would pay, and secure coöperation, from all parts of the Union. In all parts, people are at work planning buildings, of every description, — villages and cities; and, a central point, either to draw intelligence from, or to send intelligence to, — hints, essays, plans, &c., would be highly beneficial.

I could furnish materials for several numbers of the Periodical, to begin with; and, once begun, materials would overflow. The society, indeed, would only have to meet an hour or two, once a week, or once a month, to select, and cause to be digested, the voluminous matter.

At present I can only throw out these hints; but, these may suffice.

R. F. G.

No. 1. *Second Series.*

TO HIS HONOR, THE MAYOR OF BOSTON: (To be communicated to the Board of Aldermen.)

SIR, — Your brief dismissal of my small offering to the city, last summer, was such as any stranger presuming to advise, might expect, in any country. But, having now resided here, upwards of twelve months, intrusion may be more warrantable.

What moves me now to trouble you, is, seeing a new street in progress near Providence Rail-Road Depot (that looking into the Botanic Garden,) which might, I think, be greatly improved, by the introduction of sunk areas, in front of buildings. These were adopted in the capital of Scotland, seventy years ago, and, at first, only eight feet wide. Soon after, when the new town was planned, ten feet was thought better; and, twenty years ago, when the second new town arose, twelve feet was not deemed too much.

There is a sunk area in front of the Tremont House, and others throughout the city; but all are too narrow; and so it is in New York. Had Tremont House been set back twelve, instead of six feet, many advantages would have been gained. Not only would there have been abundant light and air to the basement, &c., from an area of twelve feet, but the appearance of the whole would have been improved, particularly the portico; which, instead of being a daub, might have had its due proportions,—with elegance and comfort.

In business streets, sunk areas may be objected to; but, in others of the first class, they should never be dispensed with. They admit of entrance to the first floor, either on the level, or by steps, less or more, as required, without breaking the general uniformity; and, also afford easy access to the basement, in the same way.

When streets are lined over uneven ground, they become still more advantageous, admitting of several stories below the grading of the street,—and, all well aired and lighted, as is the case in several parts of Edinburgh.

Some weeks ago, being in the office of public lands and streets, a circular, with a plan by Alexander Wadsworth, was handed to me; and, I then left with the clerk some written hints on the subject. Since then, having repeatedly viewed the progress of the work, I have become more and more persuaded, that all parties would be benefited, by a due consideration of the whole matter. As there is only one house yet building, it is not too late; and, assuredly, purchasers of lots could well afford to pay for additional space, to admit of areas in front, — with liberty to build coal-cellars, under the pavement. The street in question, being now heightening with travelled earth, also invites to the adoption of the plan.

I am, Sir, yours, respectfully,

*Marlboro' Hotel, May 17, 1844.*

ROBT F. GOURLAY.

## No. 2.

TO THE SAME.

SIR,—Some weeks ago I indulged myself in the pleasure of writ-



ing to you, on the subject of sunk areas, and my letter has probably been referred to the Committee on Streets. This being on a kindred subject, I shall be glad to have honored in the same way, after being submitted to the Board of Aldermen.

Walking from the Common to Washington street, two objects have often caught my eye, as soliciting improvement;—the first so obvious, that, doubtless, it is in contemplation to effect it,—I mean cutting off a corner building which intercepts the direct line between Winter and Summer streets. The other not so obvious; and which, perhaps, the law may not authorize,—setting back the buildings in Summer street, numbered 10, 14, and 16, some ten or twelve yards, to admit of trees being planted in front; and, by which, Trinity Church would be fully, and finely displayed.

I might not have troubled you with this, had not the case been one of many throughout the city, where a little management and compromise with individual proprietors may be made to contribute greatly to enjoyment. Indeed, strangers cannot help being struck with certain beauties, peculiar to the streets of Boston, from the introduction of trees; and, it is much to be wished, that this kind of beauty were sufficiently appreciated by those in authority, who may make the most of it.

June 7, 1844.

I am, respectfully yours,

ROBT F. GOURLAY.

---

#### NOTE.

Throwing these two letters before the public, I would press attention to both subjects. A second house is now built, in the street alluded to, where sunk areas are recommended; and, it is not too late to have these altered, so that all may be benefited,—not only proprietors of buildings and lots, but the public.

As to the other subject, I would also solicit notice; and, shall point out another instance where, setting back a few buildings, and introducing trees, a fine effect would be produced:—I mean, near the head of Frankl'n street. There, some snabby wooden buildings, making part of Tattersal's stables, could readily be set back, and a building erected in the same line with those fronting the Crescent.—Were a society of Amateurs for city-building instituted, hundreds of such instances might be referred to, for the society's judgment, influence, and direction. Citizens of Boston, so exemplary in orderly moral and religious habits, would do well to consider, that, physical order and beauty may be made accessory to mental refinement, enjoyment, and perfection. We are here, on earth, with chaos and black night, to order and enlighten; and, when order and light are restored, paradise will again be realized.—Capital is essential; and, nothing can be more commendable than efforts to secure the almighty dollar, provided, that is ever looked to as a means, not an end. It would, indeed, stimulate the merchants of Boston to become rich, that they may have the utmost enjoyment of this world, by rightly applying their wealth.

Were the moral world right, the physical would speedily be righted; but, as progress to perfection is gradual, it is well to reflect that moral and physical improvement naturally aid each other, and should go, hand in hand.

To His Excellency, GEORGE N. BRIGGS, Governor of the Commonwealth of Massachusetts—His Honor, JOHN REED, Lieutenant Governor—the Hon. ROBERT F. DANIELS, and THOMAS FRENCH Councillors.

*Gentlemen:*

No. 1.

Having, on a former occasion, expressed happiness from your acquaintance, and hope that Providence might order it for good, I now submit, to your judgment and taste, this plan for enlarging and improving the city of Boston, as practical commencement.

The capital of Massachusetts and New England, already stands preëminent, on the roll of time, as the cradle of liberty; but, now that steam-ship navigation and railways are established, it bids fair to become one of the largest cities on earth. Boston must speedily be the grand landing-place from Europe; and, with railways radiating to every point of the American Continent, calculations may proceed with certainty. During the last twenty years, Boston has doubled its population; but, now, the ratio of increase must be greater far. Fifty years hence it will contain 500,000 souls; and, within a century, a million at least. The Peninsula is already crowded; and, here, want of forethought has caused confusion past remedy; but, there is a field beyond, which may be planned out, and built on, with every advantage. Seventy years ago, the capital of Scotland was noted for discomfort. The necessities of a warlike age had driven the people within narrow bounds, to have protection from rocks and ravines. By-and-bye, buildings shot up to giddy heights, for want of room; but, at last, a stupendous bridge gave access to a plain, whereon a new town grew up, on a regular plan, unrivalled for beauty and convenience. So it may be here, more easily, and on a grander scale.

Gentlemen:—A single glance, below, will give an idea. Imagine yourselves at the top of the State House surveying the finished work. Behold the crescent of three miles in length, with pleasure-grounds in front, and these embracing the outspread waters of Charles River. See the city around, and that embosomed in an amphitheatre of surpassing beauty,—“with hills, and dales, and woods, and glittering spires.” Next, turn sea-ward, and refresh the eye among the green islands of the harbor, with old ocean bearing towards it ships from every clime. Then, estimate the glory of Boston!!

Gentlemen:—Nothing more is wanted to realize all this, but your sound sense, your patriotism, your religion:—yes, the God whom you worship is a God of harmony, and beauty, and order. He will smile on such an undertaking; for, it is obeying his law and forwarding his design.

Gentlemen:—Should I obtain your approbation, I shall hand you a copy of this plan, to be laid before the city authorities; and, at all times, shall be happy to explain. The city authorities can readily consult the people. Other plans may be advertised for, and the

best adopted; so, that, by next session of the Legislature, your final sanction may be obtained.

Permit me, now, to repeat acknowledgment of respect and esteem.

Your obedient and very humble servant,

*Marlboro' Hotel,*  
*Boston, May 9, 1844.* }

ROB'T. F. GOURLAY.

No. 2.

TO THE SAME.

Gentlemen :

It is more than possible that a first sight of my General Plan, for improving and enlarging Boston, may generate ideas, in many, that it is fanciful and extravagant.

Allow me to provide a plea against such impressions;—and, first, let it be known that, for many years, I have studied City building with a view of reducing it to a science—especially important in America, where thousands of cities are yet to be founded. I have done this, with every opportunity, these last twenty years,—in London, Edinburgh, New York, Cleveland Ohio, and Kingston Canada.

In the years 1829 and 1831, I published plans for improvement of Edinburgh, which you may see any day; and, along with this letter, I submit a printed testimonial from an eminent civil Engineer, wherein these plans are favorably spoken of.

My plans for Boston have had my attention these last twelve months; and nothing perhaps but the leisure I am here subjected to, and the extraordinary calamity of being without sleep, could have led to plans so extensive; and, which I flatter myself, are perfect. A vivid imagination enables me to bring, to my mind's eye, objects for study; and these can be arranged, and rearranged at pleasure, as readily as though material substances were present, to be seen and handled:—Thus, are watches of the night often beguiled.

There are, on the face of my general plan, many things requiring special plans, sections, and elevations, for a right understanding of them; and, if required, all shall be cheerfully furnished, with explanations on every point.

The sub-urban railways may be formed, at any time—now, or after, as they interfere little with property. I first suggested such in London, and afterwards in Edinburgh, where one is now executed;—as also at Liverpool. Many reasons concur to make such desirable in Boston.

The formation of Washington Square, and Washington Circus, would require power for purchasing and removing buildings; but that might be gradually acted on. So, with opening a new street between Summer street and Federal street,—much wanted.

The grand improvement,—a New Town, should, with least possible delay be taken into consideration, before streets are laid out, and buildings erected, to the increase of difficulties and expense.

The measures adopted for the enlargement of New York are in point. All Manhattan Island, (so far as Haerlem,) has been laid out, in avenues and streets.

May 10, 1844.

Faithfully yours,  
ROB. F. GOURLAY.

No. 3.

## TO THE SAME.

Gentlemen :

The five weeks elapsed, since the date of my second communication, have afforded opportunities of hearing many remarks on my General Plan for enlarging and improving the city of Boston.

All agree, that, if executed, it would be splendid beyond anything of the kind; but, some doubt the possibility of execution, while others startle at expenses. I think, as formerly, that it wants only your virtuous endeavors to execute; and, as it is for the benefit of the State, I apprehend it is your special duty, if there seems sufficient cause.

There are, I find, two Counties in which the property lies—Middlesex and Norfolk. The City authorities are, I understand, functionaries for the first, and certain commissioners for the other. You well know, certainly, as to all such matters, and can proceed accordingly.\*

I calculate, that there are at least 2,000 acres of surface now wholly worthless, from the overflow of water, which, by the proposed improvement, would be raised to immense value. This surface is the very best for building on, by its location and otherwise; and being built on, would become not only healthy, but would impart health to all around.

I conceive, that as no individual proprietor can do aught of himself to increase the value of this surface, and as that value can only grow out of legislation, it will be quite fair to proceed to legislate, and do everything requisite, without hindrance from any one.

I find, that there is a corporate body—the Mill Dam corporation, whose property and rights would be first interfered with.

That corporation could not, I conceive, of itself, do the needful, and hence it may be expected to coöperate, cheerfully and liberally,—first and last.

All parties being concurrent, I can see no difficulty whatever in proceeding; and, I can see clearly, that, so far from expense being incurred, profit would instantly ensue;—first, from confidence, and then from completion.

The New Town of Edinburgh was planned out 70 years ago; and was completed in 30 years. Then, a second New Town was set about,—now also completed. It may be 20 or 30 years since Manhattan Island was laid out for building, on a regular plan, under an act of the Legislature. It has progressed steadily, and has been a mine of wealth, as this in question, may be, more certainly.

In my last communication, it was stated, that certain of the improvements indicated—the Sub-urban Rail-ways &c, may proceed, or not, just as circumstances make advisable; so, the New Town, or city may advance, by parts. That, south of the Mill Dam, may be set about and completed; next, that between the Mill Dam and Cambridge, East Cambridge, and so, onward, to Charlestown, &c. &c.

\* My improvements cover part of three counties,—Middlesex, Norfolk and Suffolk. The City authorities being functionaries only in the last.

The important point, at this time, is to procure and adopt the best possible plan—mine, or a better, for acting on, under the Legislature, as before said.

I am ready, at any moment, to explain further; but deem it best, thus, to draw on your patience, by little and little.

A copy of my Plan accompanies this, on which you will perceive some variations from the first, and many more may be suggested.

I have the honor to be, Gentlemen,

Very faithfully yours,

ROBERT F. GOURLAY.

*Marlboro' Hotel, June 12, 1844.*

No. 4.

TO THE SAME.

*Marlboro' Hotel, July 4, 1844.*

Gentlemen:

It was my intention to have solicited a personal hearing before the Council, yesterday, on the subject of my Plan for enlarging and improving the City of Boston; but grievous affliction has unmanned me,—accounts of the death of my only son—a merchant—32 years of age, in Australia.

Lest I should not again see you, allow me to say, that I should be happy to explain on every point of the business alluded to. In my three letters, I was purposely brief, that you might not be annoyed with what was out of the routine of your ordinary business; and, by one so little entitled to use liberties as myself. If, either in your individual or corporate capacity, you get a Committee to inspect the Plan, let it be known, that, I shall be ever ready for examination, by the same.

Most respectfully, Yours,

ROB. F. GOURLAY.

No. 5.

Mr. Gourlay presents his most respectful compliments to the Governor and Council.—As he handed in, at the State House, some-time ago, a second copy of his Plan for enlarging and improving Boston, he deems it right, now, to furnish duplicates of letters on the subject, lest the Plan should be submitted to the city authorities, as accompaniments.

*Marlboro' Hotel, July 10, 1844.*

NOTE.

After laying my Plan before the Governor and Council, I forbore to publish it, with the above letters, till his Excellency was spoken to, and acquiesced. Indeed, as nothing can be carried into execution till a meeting of the Legislature, it was thought that the public at large ought to be made acquainted with the subject; so as to sustain Representatives, should discussion come on.

*To the Legislators of Massachusetts.*

BOSTON, AUG. 26, 1844.

GENTLEMEN: You exist for a year: I may not be alive to-morrow. It therefore behoves me to do, to-day, whatever is most urgent; and, so far as you are concerned, nothing can compare with the execution of my plans for the improvement of this city. You alone can effect this, and doubtless will, so soon as you are fully informed on the subject.—I, therefore, earnestly solicit your gravest attention.

Addressing His Honor, the Mayor of Boston, and His Excellency, the Governor of the State, it was becoming to avoid prolixity:—Now, I may be more particular, and proceed with details. The wood cuts, since procured, will, I trust, make all easily understood.

My first object was the comfort of the ladies. Being now well informed of the Mayor's accomplishments and superior taste,—a scholar, well read, and travelled,—versed in all that is elegant and refined;—him, from whose suggestion Mount Auburn rose into existence;—to him, we may safely consign the Common. He will, assuredly, in good time, see it carpeted, as with velvet of brightest green,—mangle the Committee; and, should the ladies express a wish for the Pagoda and Flower Garden, these will instantly be provided. His Honor may do all this; but you only can, with God's help and legislation, call into being the Grand Crescent and the Boulevards, Circus-Island, the Distributing and Sub-urban Railways, &c. &c.

Reviewing my letters to the Governor and Council, I find, it will be best, now to use them as texts, and discuss the various subjects under distinct heads:—thus.

## MAGNITUDE, GRANDEUR, AND BEAUTY OF BOSTON.

I have said that Boston, fifty years hence, "*will contain five hundred thousand souls; and, within a century, a million at least.*" It is important that these assertions should be received with confidence; and, I shall endeavor to show that there is nothing, on earth, more certain.

It was not till after I had resided, here, many months, that I arrived at the conclusion. Before then, I was little acquainted with Boston, and its capabilities. I had put it down, as a settled point, that New York was destined to go ahead of all the world;—now, I am inclined to think, that Boston, not New York, will become the Queen of cities.

*First;* let us look to security in war-time. Fortify New York to the utmost:—render it impossible for ships to pass the Narrows, or into the East River,—still, an army may be landed on Long Island or New Jersey, and march within point blank of New York, so as to lay it in ashes. Not so Boston. Secure the harbor, which can easily be done; and the surrounding country, — with its granite hills, its ravines, and its bays, will protect from bombardment.

*Second;*—look to advantages for commerce. New York has the

North River, with canals, pouring into that, from all the great lakes; but Boston has better than all. Describe a circle, round it, of one hundred miles, and you have, within that circle, physical and moral power beyond what can be found in any like space on the globe. You have innumerable streams,—all affording water-power, down to the sea-shore; and, you have the intelligence, steady habits, sound morals, enterprise, and efficiency of New England. Even the barrenness of the soil will stimulate all these good qualities, and excite them to the most profitable action;—witness the winter harvest, and exportation of ice. On the east and south, New York has the arid plains of Long Island and New Jersey:—the first, without water-power: the second, with sluggish streams begetting only languor and inaction. On the west, it is hemmed in by the Catskill Mountains; and, on the north, by the rocky ridge which embraces this more favored section of the Union.

At Boston, ship navigation terminates; and, while there is no rival in trade, north and south, over 200 miles, the whole of New England must glory in its grand centre.

Southward, Philadelphia cuts off the commerce of New York; and, with spirit, Albany and Troy may take from it much, as Glasgow has, lately, taken all from Greenock.

The Great Lakes are not dependent on New York. Twenty-five years ago, I showed how ships from the Ocean might navigate these; but, the ignorant people of Canada and its vile local government, would neither do, nor let do. Now, however, John Bull is putting forth his feelers; and, with common sense, the St. Lawrence may be made the grand outlet of its parent lakes; while the Mississippi, in like manner, is the natural duct for the produce of its valley. In short, when mind contends with mind, Boston will be found superior to New York, and go ahead of her. But, to the superiority of Boston, in all that has been enumerated, when we add that which is to result from her becoming the grand landing-place from Europe, all comparison will cease; and, within ten years, this will be the case.

I am told that Portland harbor is better than that of Boston, and more free of ice:—also, that it is nearer to Lake Ontario and Montreal, by 14 miles, and, much nearer to Quebec; so that, there was once an idea of conveying the British mails by way of Portland. Other advantages, in favor of Boston, however, leave no doubt of its being the preferable place for landing. It is only once in many years that its harbor is frozen up; and, when required, it will not be difficult to erect a pier, beyond all freezing, to be resorted to on extraordinary occasions. In other respects, the superiority of Boston, as a landing-place, is decided; and, it is highly important for you, gentlemen, fully to appreciate this. It is what no time can alter; and, on its certainty, you may proceed with plans which will give perfect confidence in establishing lines of communication, both by water and land.

Arrived at Boston, from Europe, the traveller can be as soon at New York and all beyond, to the south, as if he had sailed, direct,

for  
Mo  
T  
the  
Bo  
day  
del  
fair  
the  
up  
ear  
Me  
for  
V  
Am  
wo  
sav  
the  
not  
go  
an  
em  
den  
wo  
ser  
me  
wh  
tle  
J  
of  
an  
He  
har  
est  
aw  
an  
for  
ter  
fai  
stin  
car  
of  
roa  
let  
po  
pe  
qu  
rag

for that port; while he can be much sooner at Albany, Ogdensburgh, Montreal, Quebec, and all to the west, north, and east.

The British and American Governments have now agreed, that the Royal Mail Steamers shall sail, direct, between Liverpool and Boston. Already, the passage can be made *via*. Halifax, in twelve days; but, set aside the time wasted by going and landing there,—delays, and dangers from fogs, ice, and greater distance, we may fairly conclude, that an average passage may be made in ten days:—then, enlarge, and improve the construction of steamers: fit them up in the best way for *many*, with comfort without extravagance: carry 500 or 1,000 instead of 100:—then, respectable Farmers and Mechanics may be comfortably accommodated, across the Atlantic, for 30 dollars; nay, with competition, for less.

When this is the case, every spirited young man in Europe and America, will be inspired with the laudable ambition of seeing the world aright, before he settles himself down for life. He will save up a hundred dollars; and, with that, be able to cross and recross the Atlantic, so as to become personally acquainted with the most noted objects, on both sides of it. Let but ten years of such visiting go on, and say if it would be possible, with the amount of intelligence and good feeling gained, for the veriest fool or greatest blackguard to embroil the nations in war,—King or Commoner,—Priest, or President.—But, not to forget our present business, think what Boston would be then!—One steamer, at least, with 500 respectable passengers, would be daily arriving, and departing. This is by no means more than what may be within ten years; and, when the whole population of Europe is roused up, and America thickly settled, it will be looked back to, as a bagatelle.

Finally, I would have you look proudly to Boston as the focus of intelligence for America. Here, literature and science, the arts, and refinement of every kind, will be on tiptoe, to give and receive. Here, merchants will be most awake to turns of the market: here bankers, and brokers, and insurance companies will have their chiefest seat: here, the newsmonger and the politician will be widest awake: here, fashion will proclaim her mandates, to this continent; and, here, the gospel will have freest course, to be glorified.

Gentlemen!—to me, this is a glorious subject; for it realizes my fondest hopes. Forty-three years ago, my life was devoted to bettering the condition of the English poor. Hitherto, I have wholly failed, for the very magnitude of my projects excited jealousies, and stirred up opposition. As yet, I have had no aid from the rich; nor can I command the coöperation of the poor; for, “the destruction of the poor is their poverty.”—But, give us Steam-ships and Rail-roads in abundance: let all be educated and have fair opportunity: let wild lands be rightly laid out, and honestly disposed of;—then, poor-laws and poor-rates may everywhere be dispensed with: pauperism will cease; and, the kindly affections do all that may be required for casualties.

I never was an advocate for the emigration of the ignorant and ragged. Twenty-seven years ago, I said, “Canada is worthy of



something better than a mere guidance to it, of the blind and the lame: it has attractions to stimulate desire, and place its colonization above the aids of necessity." If this was true of Canada, what should we say of the United States,—possessing every variety of climate, with the greatest extent of fertile soil on the face of the earth,—with rivers surpassing all others, for the purposes of commerce; and, with a population drawing intelligence from every nation under heaven?

Individuals and nations have, hitherto, considered emigration merely as a result of necessity. I have ever pointed to it, as an object of ambition; and, when mankind are rightly moved by this principle,—then, we shall see the first great law acted on, with the best consequences. They will be "fruitful, and multiply, and replenish the earth:"—then, mankind will recover their pristine strength:—then we shall have nobles of nature; and the millenium will be insured;—perhaps, endless milleniums.

Gentlemen:—emigration and immigration have been so neglected and misunderstood, that both are decried. Europeans deplore and retard the former; while Native Americans are banding together against the latter! Oh, miserable folly and infatuation!—Oh, that all were enlightened,—that all may see, how all may be benefited, and contribute to each other's happiness.

I have effected nothing; but Time, the greatest Reformer, will solve the problem, and harmonise every jarring element. Steamship navigation will speedily bring nations together; and railroads will entwine the branches of the human family, in indissoluble union. Prepare, then, for the grand interchange of civilities. Let the landing-place from Europe give kindly welcome to strangers; and, let their first impressions, in Boston, be those of delight and admiration.

#### THE GRAND CRESCENT, AND BOULEVARDS.

"*Imagine yourselves at the top of the State-House, surveying the finished work.*"—Ay, indeed, imagine you have, along with you, a dozen Europeans just landed, and participate in their gladness,—gladdened with a sight which Europe can never equal:—Yes, the singularly happy situation of Boston will make it so, if you bestir yourselves; and, you need only pass an Act to create the Grand Crescent and the Boulevards. No other city on earth has such opportunity,—such materials to work with,—such a field to improve,—such a subject for profitable speculation, and certain gain. No other city, on earth, can ever exhibit any thing so elegant—so grand—so perfectly in unison with all its purposes, as this, the capital of Massachusetts and New England.

#### CIRCUS ISLAND.

When you have sufficiently eyed the Grand Crescent, fix attention on Circus Island; and, you will say, that city scenery is worthy

of study. Circus Island will command repose: it will give relief to the enraptured fancy: it will, with its towering — tufted volume, add dignity to the scene: it will extend the range of inquiry and reflection; and, it will give infinite satisfaction, when all its admirable adaptations are comprehended.

In the fulness of time, Circus Island will become the grand centre of Boston; and, when railroads have ramified into every township of the Union, all its building will not over suffice for the accommodation of country visitors. Here, they will step out of the trains, into comfortable lodgings; or, if they rather choose, be conveyed by the distributing and suburban cars, in five minutes, to any quarter of the city without the slightest disturbance, even of the ladies' furbelows.

#### DISTRIBUTING, AND SUB-URBAN RAILWAYS.

The Sub-urban rail-ways have been laughed at, as impracticable, useless, and absurd; but, I do not back out of my proposal. To the Governor, I said, these "*may be formed at any time,—now, or after, as they interfere little with property,*"—and, in fact, they never will interfere with property. It will be the same, as to this, a hundred years hence, as now. Within a hundred years, they will be absolutely required: not only because of the immense growth of the city; but, from its peculiar position and structure. The present city of Boston, confined to the peninsula, will ever be the grand centre of the surrounding parts. The shipping will be mostly ranged around it; and, all trade will converge thither. Not so any other city that I am acquainted with,—London, Liverpool, or New York. They have rivers, along which, to any extent, wharves may be constructed; and, to which roads may proceed, directly, from the country. New York and Philadelphia have two rivers; and, so, the congregating of traders has wider scope; but, Boston, which a hundred years hence will have more trade than any of them, is hemmed in round about by its harbor; while the interior is occupied by a hill, whose altitude presents obstruction to easy passage. Sub-urban rail-roads will do away with every inconvenience resulting from all this. They will lessen the throng and collision in streets: they will afford the speediest conveyance from distant points, and economise the time of business men. This, to citizens of Boston, may seem of small consequence; for, they may say, that a little walking is good for health, and relief from their desks agreeable. Not so with the country merchants, who have but a day or two to spend here,—who are anxious to do the most business, in least time, and with greatest comfort:—to them, the Sub-urban rail-ways will be invaluable. They will be able, by these, to visit the wholesale stores, in every quarter, speedily; and thus get off to their homes without waste of time and with utmost satisfaction.

The enterprise of New Englanders saw that a rail-road to Albany would be of vast consequence to Boston; and, doubting nothing

under the auspices of God, they explored the mountainous region thro' which it had to pass. They found the thing possible, and set about it. Behold, now, the result!

What said a conceited countryman of mine, who travelled over the United States and Canada, 1827, and 1828?—What said Capt. Basil Hall, who had successfully published voyages and travels to Japan, (Loo Choo) and Peru?—What did he register to make himself laughed at, in all coming time? Let an extract from his second volume, on America, page 93, answer.

“We traversed a considerable portion of the route, over which it has been seriously proposed, I was assured, to carry a rail-road between the cities of Boston and Albany. No single State, still less any section of the Union, it seems, likes to be outdone by any other State, and this feeling of rivalry stimulated by the success of the great Erie Canal—an undertaking, highly favored by nature—has, I suppose, suggested the visionary project in question. In answer to the appeals frequently made to my admiration of this scheme, I was compelled to admit, that there was much boldness in the conception; but, I took the liberty of adding, that I conceived the boldness lay in the conception alone; for, if it were executed, its character would be changed into madness!”

Captain Hall was not the first wisecrack from the Land o' cakes who underrated Jonathan's powers. Mellish, who settled in the United States nearly twenty years before the Captain's visit,—who travelled extensively, and was the first to collect and publish statistics of the several States, made still a greater fool of himself, by hasty expressions. He published his travels before the war, and another edition, 1815, to which he added a note ridiculing the project of connecting Lake Erie with the Sea, by means of a canal. He said that the Forth and Clyde canal, in Scotland, only about forty miles in length, had required so much time and so much money, to finish it; and, therefore, a canal 350 miles in America, was out of the question:—in fact, he jeered at the “great man,” who was then striving to accomplish this,—De Witt Clinton,—him, who immortalized himself by its execution. In the same way, Fulton was laughed at, and hooted by the rabble of New York, when he launched his first steam-boat on the North River.

I see no difficulty, whatever, in executing my proposal of suburban rail-ways: yet, this has been scouted by many, on the first glance, as a chimera,—visionary, and erratic.

It was thought of by me, after long consideration how the miseries resulting from the confusion of Boston could be obviated; and, I had concluded, as to its practicability, before seeing the favorable report regarding atmospheric pressure, as a substitute for locomotive engines. Should this be realized, then, in no case could it be applied, so economically, as in Boston. A stationary engine near the State House might do the whole business, within three miles;—convey people, not only to every quarter of the city, in five minutes; but, from Roxbury to Cambridge, or the contrary, without the slightest fatigue or danger.

Already Washington street is crowded to excess; and, every day,

we witness inconvenience from the noise and collision of carriages. What would it be were there a million of residents, and tens of thousands of visitors?—Then, such vents, as I suggest, would be absolutely required and fully appreciated. At present, I only beg of you to inquire, and report.\*

#### WASHINGTON SQUARE.

It has been proposed to erect a statue of the man who was first in war and first in peace, where the Old State House now stands; but, this will be abandoned as soon as my wood-cut appears. No place for such a statue is equal to what I have indicated. There, looking to the cradle of liberty, and protected behind by the church which warded off the cannon shot from the sacred spot, would the hero be exhibited most appropriately.

Faneuil Hall has not length sufficient for its width; and, I have marked off 30 or 40 feet, for addition. Nothing is more wanted than a proper exit from Washington street to the north; and, that will be happily obtained by connecting it, in a direct line, with Portland street, which can easily be effected.

Washington Square is wanted as a grand rallying place for the life and soul of Boston on festive occasions. It would do much to redeem the city from confusion; and, it would give to it dignity character, and consequence.

#### WASHINGTON CRESCENT.

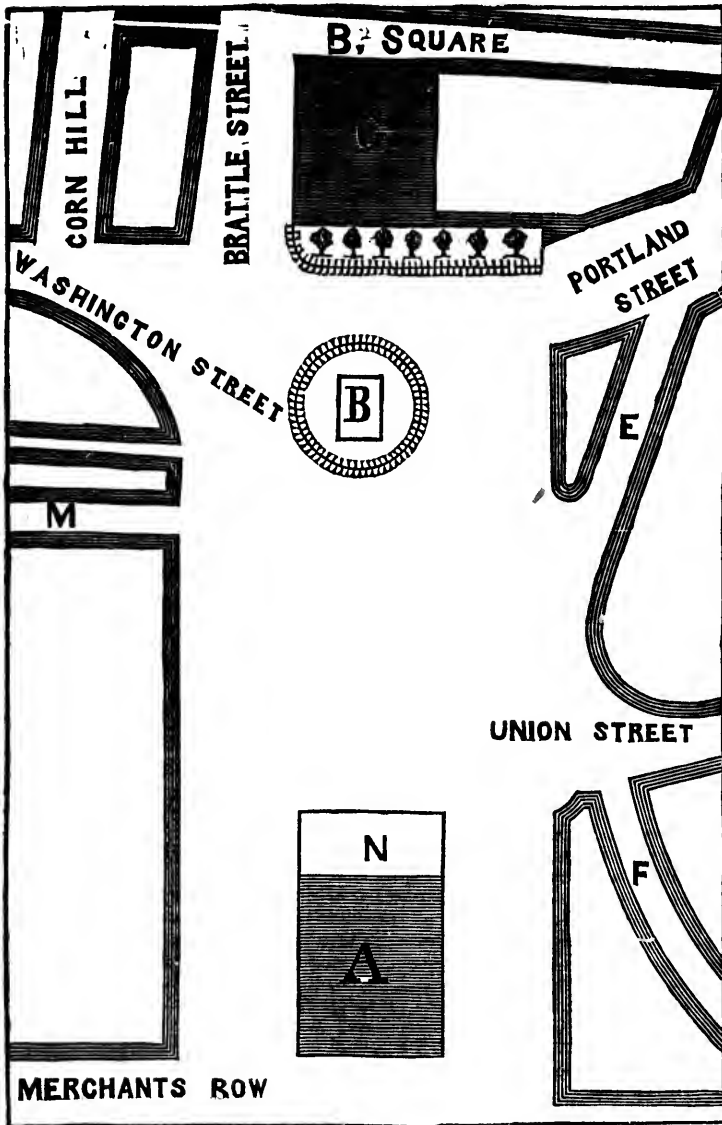
This, too, will be acknowledged as a necessary and fine improvement. When first spoken of, a friend was so struck with advantages to be gained, that he suggested to me getting together some

\* After the above was in type, I conversed with a gentleman, at Nahant, —a native of Boston, who told me he contemplated having a rail-road from Roxbury to State street, for the accommodation of the multitude of business men from that quarter; but, this could not be so easily accomplished as my project of having a centre at the State-House, where all sub-urban rail-roads should meet and distribute. I have now visited Salem, and seen the tunnel, through which the Eastern Rail-road passes across that city; and, though the distance, there, is not great, it shows, plain enough, how rail-roads may be conducted, in cities, without inconvenience or danger. My project, indeed, needs only to be seriously considered, and then it will be found altogether practicable, as well as efficient for Boston.

There is no occasion for executing all the Distributing and Sub-urban rail-ways which appear on my general plan. These are intended to illustrate, and may be altered or lessened as found necessary. A sub-urban rail-way may be first tried, so as to connect Providence rail-road with those to the North and East. Multitudes of travellers are daily arriving here who have no business in the city,—merely on their way, say from Lowell and Portland to Providence and New York, or, the contrary. It would certainly be a great comfort and saving to such travellers, could they proceed, without stopping here; while it would lessen the bustle at the depots, and collision in streets. Were rail-road corporations to go hand in hand for this, it might soon be effected. Afterwards, at any time, sub-urban and distributing rail-ways may be extended through the city, when required.

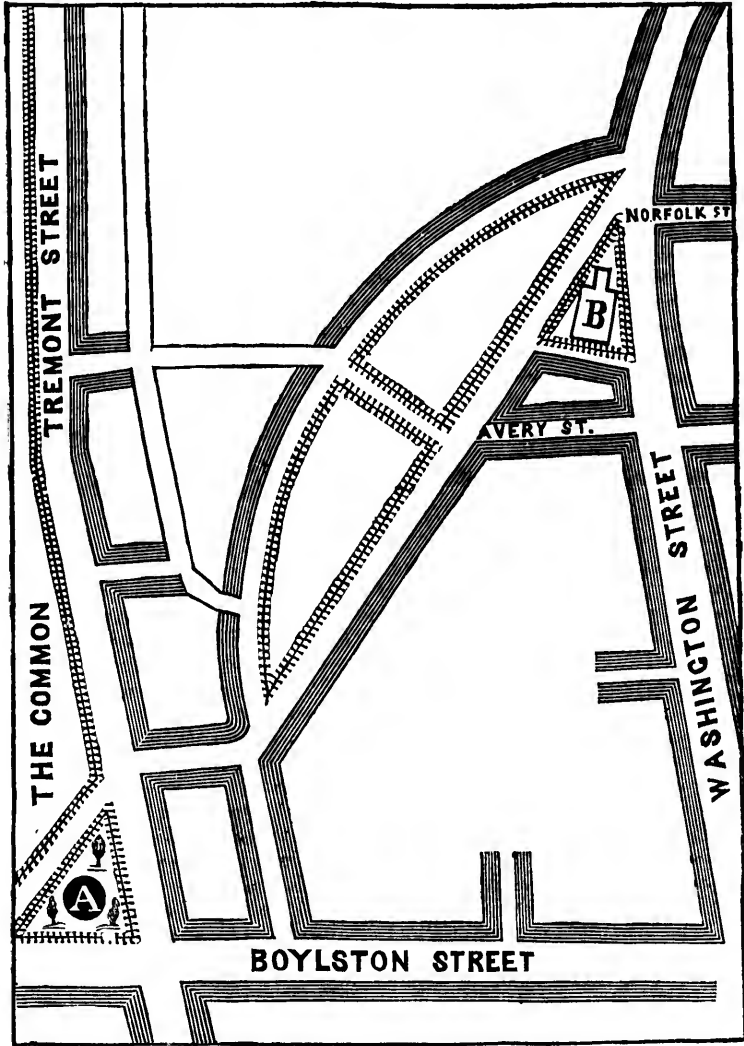
# WASHINGTON SQUARE.

C, Church. B, Statue. A, Faneuil Hall. N, Addition. E, Elm St. F, Ann St. M, Exchange St.



# WASHINGTON CRESCENT.

A. FOUNTAIN.— B. CHURCH.



builders, with whom to purchase up, quietly, all the property as a profitable speculation. It would, indeed, give double value to every foot of land, while buildings of the first class could be substituted for a rookery of rubbish. I, however, can only recommend for the public good; and shall say, that this with many other improvements, should be classed together, for legislation, when a plan for general improvement is considered by you. A church, where I have placed one, would be a striking object, looking down Washington street from the north-east; and, a fountain could not be more happily situated than in the corner cut off from the Common by the opening to and from the Crescent. It would be prominent, along Tremont and Boylston streets; but, its effect would be best, as a vista, terminating the two great shaded walks of the Common. Now that there is a serious move for procuring a necessary supply of water to the city, I feel confident, that this will not be overlooked. Washington Crescent would afford a pleasanter and speedier egress and ingress to Washington street, to and from Providence and New York depot; and, the cutting off the corner of the Common would facilitate the passage both from this and Tremont street. Not only distance saved, but the avoidance of sharp turns, is well worthy of consideration. A lane opened up, in a direct line from the corner to Providence Depot, would be beneficial, and is worthy of consideration. It would save considerable distance, and avoid a very awkward turn at the end of Boylston street.

#### WASHINGTON CIRCUS.

The property being yet of no great value where this is marked out on my general plan, I hope it may be duly attended to. It would serve as a vestibule, on entering Boston, from the south; and, from which the way-farer might direct his steps, — forward, right, or left. —Forward, he would be prepared to pass under the Triumphal Arch, and solemnly call to mind the first decided advantage in the revolutionary struggle. To the left, he would have a grand view across CIRCUS ISLAND: to the right, such another over South Boston Bay; which may be formed into a beautiful sheet of water, with elegant buildings around it, and Dorchester heights in the distance.

When a general plan for the improvement of Boston is about being adopted, it would be well to consider whether there should not be a canal from South Boston Bay to the Empty basin. I would not have it navigable, but only of a certain depth, so as to afford the greatest constant fall into the basin; which might be used either for mill power, or as a cascade, for show. To effect this, there must be a sluice gate erected, at South Boston bridge, to retain the water in the bay, at flood tide. The whole may be made very beautiful, while cleanliness and health would be promoted. This canal may be in connection with Washington Circus; or, between that and Roxbury, as judged best after mature study.

## NEW STREET.

Having mentioned this to the Governor, and marked it on my general plan, I would now solicit your more special attention to the subject, which is really important. There is wanted, in that quarter, a grand approach to the business part of the city; and, the line directly between the church in Summer street, and that in Federal street, is the best, not only for utility but beauty. The street should be 70 feet wide, with sunk areas; and, nothing could be more pleasing to the eye than the two most elegant steeples of Boston, terminating the street, each way. At Federal street church, a circus of 200 feet in diameter, should partly embrace that church, and receive into it, besides New street,—Federal street, north and south,—Atkinson street, and Berry street, with Franklin street meeting this last, in direct line, &c. Some large and valuable houses must be pulled down; but, a vast addition of value would be gained, by rebuilding and completing the whole. In short, it would pay; while all concerned would be richer, and better accommodated.

Boston has not done enough, in honor of the great man who was born and bred here. The circus might have, in its centre, a lofty pillar bearing his name; and thus, there would be, in the same neighborhood, Franklin Street, Franklin Crescent, Franklin Circus, and Franklin Pillar.

Should New street be resolved on,—then, opening up Atkinson street, in continuation with it,—widening Congress street, and Exchange street,—a grand, and highly important thoroughfare through the business part of the city, much wanted, would be obtained; while the Church, in Federal street, would be finely displayed from the north, as well as from the south. Let any one look southward out of Congress street, and this will appear.

## THE WATER, AND ELYSIAN FIELDS.

The extent of water within the Boulevards, around Circus Island and the Elysian Fields, &c. is what I deem necessary for use and ornament. By no means should it be diminished. Had my ideas not been made known, it appears from conversation, that, the empty basin would speedily have been built on. I sincerely trust it never will be, saving to give place for Circus Island. All the rest is desirable for health, cleanliness, and beauty. When the boundaries are fixed, the surface destined for water should be dredged, to the depth of three or four feet; afterwards, to be kept clear of weeds and other admixture. The mud will be required for the elevation of the Elysian Fields; which may be appropriated either to pleasure, or as a Cemetery. These, at all events, ought not to be built upon.

Charles River can easily be narrowed, upwards; and thus be improved for navigation.

## WOOD-CUTS, AND SECTIONS.

I would apologize for the wood-cuts, as they are all indifferent; but, more especially, for the SECTIONS. It was necessary to have



these, that some idea might be formed of what was written about ; but, they wofully degrade subjects, which even the painter's finest touches could not do justice to. Mr. Harvey, who, this season, has exhibited many beautiful landscapes at the Athenæum, happily brings to notice what the bright sun and clear atmosphere of America can effect ; but, I question if he could find scenes for his pencil, any where, to compare to what the Boulevards and Circus Island will present to view, when adorned with elms of a hundred years growth. The united effects of wood, and water, and architecture, will then be not only unique but wonderful ; while sailing vessels, and rail-road trains will superadd life, and motion, and endless variety to the scene. Only think of a train drawn forth from its depot by the steam-horse,\* and threading Circus Island : still more astonishing, — flying across the water, at the rate of a mile a minute, under the influence of atmospheric pressure !

The section of the Boulevards shows the high and low water mark. The unit of altitude, for Boston, is eleven feet and a fourth part. I would have the ceilings of basements in buildings eight feet above this ; and, the basement floors higher or lower, as required for special purposes. In every house of the New Town there may be a tank, or sea-water bath, to fill and empty with the tide ; or, to be kept full or empty, at pleasure.

The section shows the first floor, of the houses, flush with the street ; but this may be raised, one, two, three, or four feet, as may seem best, by means of steps from the foot-pavement, over the sunk area, without changing the appearance of the street.

The breadth of the Boulevards is put at 200 feet, but may be increased or diminished. The trees are farthest apart, in the middle, to indicate that a carriage road may be there ; and it might be pleasant, in summer, to drive under the shade of trees ; but such road may be, or not. Perhaps, it may be judged best to exclude horses and carriages.

By the section of Circus Island, it appears, that the streets are 18 feet above the water level, in the empty basin ; and 14 feet above the rail-road ; which admits of the trains—engines and cars—passing

\* I cannot deny myself the pleasure of copying from the writings of Elihu Burritt, the learned blacksmith, his description of the steam-horse :—“ I love to see one of these huge creatures, with sinews of brass and muscles of iron, strut forth from his smoky stable, and saluting the long train of cars with a dozen sonorous puffs from his iron nostrils, fall gently back into his harness. There he stands, champing and foaming upon the iron track,—his great heart a furnace of glowing coals : his lymphatic blood is boiling in his veins : the strength of a thousand horses is nerving his sinews : he pants to be gone. He would ‘snake’ St. Peter’s across the desert of Sahara, if he could be fairly hitched to it ; but there is a little sober-eyed, tobacco-chewing man in the saddle, who holds him in with one finger, and can take away his breath in a moment, should he grow restive and vicious. I am always deeply interested in this man, for, begrimed as he may be with coal diluted in oil and steam, I regard him as the genius of the whole machinery, —as the physical mind of that huge steam horse.”

## SECTION OF GRAND CRESCENT AND BOULEVARDS.

11, Sunk Area.—10, Foot Pavements.—40, Carriage-ways.—20, Rail-road.



20 feet, Basement.—15, first, and second floor.—11, third, and fourth floor.—10, Roof.

## SECTION OF CIRCUS-ISLAND.

1, Grass and Trees.—2, Streets.—3, Houses.—4, Back Courts.—5, Cellars, under Streets.—7, Ware-houses of the Depot.



Over all, Six feet.

below the streets. The diameter of the depot is put at 200 feet, but may be less or more; as, may every part of the island, when all is minutely considered. The section gives a very poor idea, indeed, of the grandeur of Circus Island. The city of Venice exhibits nothing to compare to it or the Boulevards; though, there, opportunities were afforded for fine displays of the kind.

ET CETERA,—ET CETERA.

During my stay in Boston, I have seldom walked abroad, but some object for improvement has caught my eye. I shall direct attention to the two most worthy of notice.

When it was proposed to place a statue of General Washington on the site of the Old State House, I began to look at that building; and, the more it was looked at, the more it seemed worthy of preservation. In fact, it is a goodly specimen of the olden time, and its tower is elegant. I would by no means have it removed, but shall suggest some beneficial alterations. I would cut off 20 or 30 feet—two or three windows, from the east end; and add a story to the height of wall, which the long and steep roof admits of; thereby getting quit of the storm windows, and long gawky chimney stacks. Shortening the building would add to the respectability of State street, and afford more room for an audience listening to orators mounted on the *rostrum*. It would yield a full sweep for carriages coming out of, or entering Devonshire street; and, from Washington street, it would widen the view, down State street. The building, itself, would look better. Having, then, the form of a cross, it would resemble a church; and the tower would be more conspicuous from the east, while the centre of its east end would more nearly approximate to that of State street. Although it stands in the middle of that street, I do not think it an obstruction: on the contrary, it serves to divide the currents flowing into it from Washington street and Court street; and prevents collision, which might otherwise happen from the opposing streams.

Citizens of Boston can never be too grateful for the good done by President Quincy moral and physical, while he was Mayor,—his scouring the streets of indecency, and erecting the market called after him. Quincy Market would be respectable any where; and, as yet, is perhaps, sufficiently capacious. By-and-by, however, it may be enlarged to advantage; and, fortunately, there is room for this. It is narrower by some 27 feet than Faneuil Hall; and, in the fullness of time, it may be made equally wide, and equally high. Then, the architecture of both may be improved, and made to correspond. Also, there may be a gallery over the market suiting the utmost wants of exhibitions such as that now about to be,—the exhibition of mechanic excellence, (the Mechanic Fair,)—for mighty civic feasts, &c.—All this, I think, should be kept in view.

ERRATA.—Page 16, 6th line from foot, for "It" read "I." What is said, page 22, as to British Steamers coming direct to Boston, is now, by better information, found to be incorrect.

## EXTENT OF IMPROVEMENTS.

The mass of the New Town, alluded to, would lay within a line described with a radius of two miles and a half—the State House being a centre—from Tremont road to Charlestown. A radius of one mile would nearly inclose all within the Boulevards; and, supposing it to be four miles from Tremont road to Charlestown, along the middle of the intervening space,—then, there would be nearly six square miles of surface for building on; and, I have calculated, “*that there are, at least, 2,000 acres of surface now wholly worthless, from the overflow of water.*” This, altogether, is rough guessing, but near enough for present purposes.

I would recommend a special Act of the legislature, regarding this extent: another, regarding all within a complete circle described with the above radius; and, a third Act, regarding what would be included within a radius of six miles. The first-mentioned circle would take in South and East Boston, the villages of Roxbury, Charlestown, and Chelsea:—the second, Dorchester, and part of Quincy, Jamaica Plains, Brookline, Brighton, Watertown, Medford, and Malden; with all the islands of the harbor not outside of the Narrows and Broad Sound.

Two hundred years ago, Westminster was distinct from London; and, I can remember when Islington and Hackney, Camberwell and Kensington, with many other villages in the neighborhood, were parted by extensive pastures and garden grounds. Now, all are conglomerated into one vast mass of building, except the public parks and squares. By-and-bye, these being considered insufficient for recreation and health, Regent park was laid out; and, more recently, Government has appropriated public money to provide pleasure-grounds for other cities. It will, I am sure, be wise, should you, by legislation, look to the approaching wants of Boston, in the same way; and, by doing so, in time, within the circles spoken of, you may secure, cheaply and in the best manner, what will be most advantageous to all concerned,—individuals, and the public.

Most fortunately, the Common was at an early day devoted to the health and recreation of citizens of Boston; and, mercifully was the Botanic Garden withheld from building on, as once contemplated. In addition to these, the Elysian Fields and Boulevards will not be too much for the New Town; besides a due assortment of squares, crescents, and circuses.

What a misery is it, that, within the peninsula, there is not space left for yard-room to each house, where children may divert themselves, safely, in the open air; and, those of mature years cultivate flowers, to soften their hearts and better their affections. Planning out the New town, this should be seen to. Nay, I would enact that so much room should be secured, forever, against the inroad of rapacity, and dedicated to such sacred purposes. Now that rail-roads diminish distance, such luxury can be afforded without the smallest inconvenience; for, this makes it unnecessary to crowd buildings together within the least space.

It is to be regretted, that there was no plan for the extension of Boston at an early day; but, less excusable was it, when larger masses of building were about being added to the city, that the Authorities did not interpose, and look out for the health and comfort of posterity. Look to Marion street, only 24 feet wide; and many others in the same neighborhood still narrower; with miserable holes for entrance, by stairs, into the basements; which are sinks of disease and infection,—being without sufficient light or air. Look to Harrison Avenue, an approach to the city, and a mile long, only 60 feet wide. No street, even the shortest, should be less than 30 feet wide; if a quarter of a mile long, 50 feet; if half a mile, 70; and, if a mile, not less than 90 feet.—Harrison Avenue is evidently too narrow, as well for appearance, as the stream of traffic which flows through it. It ought to have been 80 feet, at least.

Could the British Government have anticipated the mighty growth of London, and had facilities of our day, what an amount of comfort, convenience, and beauty might have been secured by planning rightly!—how admirably might the remote parts of that mass of building been connected! Now, then, is the time for action, here:—now, not only may errors be, in part, corrected; but, the very best measures may be adopted for the growth of this city, which has every chance to go beyond London, in magnitude, before two hundred years are at an end:—Yes, London never can have such an amount of commerce as Boston will have within that period. Compare the back country of Boston with that of London,—a thousand, with a hundred miles! Think that London became great before Liverpool began to compete with her in trade; and, that she is kept growing by a multitude of accidental and factitious circumstances which time may change and dissipate, while Boston only waits for certainties,—the constant and sure increase of American population,—American enterprise, and American stability,—the freedom of all mankind, and the last—the glorious triumph of humanity over installed despotisms, ignorance, and vice.

It is not so much the export of raw produce which increases the wealth and population of a city, as the combined advantages of general commerce. New York and New Orleans may export more flour and pork, cotton and sugar, &c. than Boston; but, will fall short of her, in many other respects. Venice, and some other cities, became great and powerful, although they had little raw produce to dispose of:—nay, while they imported their own food; but they trafficked all round the world, and drew profit from exchanging the products of distant nations. Boston, in all this, has already gone ahead; and to the most profitable employment of capital on the ocean, she is making mighty investments of stock in manufactures,—more lucrative than agriculture. Her manufactured articles will ever find a profitable market in the south, and furnish abundant luxuries; while a small proportion will readily supply her with bread from the west. Her position, on the globe and on the sea-board: her capital, gradually increasing: her indefatigable industry: her knowledge, her habits, and her enterprise,—all conspire to her great-

nes  
pre  
V  
ner  
it i  
by  
nue  
wh  
ture  
Al  
ited  
of  
the  
Bos  
cost  
thos  
geth  
T  
Fre  
pro  
ram  
tion  
desc  
I  
abo  
wou  
in t  
hav  
touc  
thro  
wou

I  
whic  
valu  
n of  
a, p  
Con  
far, t  
ing t  
leas  
solid  
and  
more  
work  
supp  
nes

ness. Boston, indeed, wants but time; and, your forethought should prepare for it.

William Penn was the first to exercise forethought on this continent, in city building; and, with so good an example as Philadelphia, it is strange that New York was so long behind; but, yet stranger by far is neglect here. New York did well, so far, to lay out avenues and streets; but, better still may be done there. Beyond where buildings have reached, there is a tract on which architecture and rural beauty may be combined to the greatest advantage. Along Harlem heights, grandeur unprecedented may be exhibited; and, even so far as Kingston bridge, nature invites the citizens of New York to improve the beauties of their island: so, within the space inclosed by the outer circle round Boston, (call it BOSTON BOUNDS,) fine improvements may be made, at little cost, merely by connecting, and exhibiting to the greatest advantage, those rare and beautiful features which nature has here thrown together for the hand of man to work upon.

The high grounds near Roxbury, Chelsea, &c.—Mount Auburn, Fresh Pond, Spy Pond, &c.—the streams, the islands, and the promontories;—all may be made to harmonise, in one grand panorama,—to display striking and enchanting scenes, such as imagination, once awakened, may conceive better than it is possible to describe.

How easily could RATS, and RIDES, and DRIVES, be conducted round about, and among all these fascinating objects!—How agreeable would it be to have public carriages, hourly, to carry us to each place, in turn,—allowing sufficient time for strangers to be satisfied:—to have a steamboat, in connection, running from Squantum Point: touching at certain promontories, islands, &c.; and, landing at Winthrop head!—All this, needs but legislation; for, if set about, it would pay, and yield unspeakable gratification.

#### WAYS AND MEANS.

I have calculated, that, "*there are 2,000 acres wholly worthless, which, by the proposed improvements, would be realized to immense value:*"—and have said, that, "*so far from expense being incurred, profit would instantly ensue.*"—Let me now prove it.

Had I found favor in the sight of the city authorities last year, as a farmer, and, had they taken my offers for embellishment of the Common, my credit by this time might have been established so far, that, perhaps, you, gentlemen, would have listened to me, in saying that, even as a farmer, I could pay rent for the 2,000 acres, on a lease of 20 years; and, during that period, embank, drain, and make solid dry land of all these acres, free of cost to the public. As it is, and to stimulate some other person better known here, and thence more worthy of confidence, I shall frankly tell how I would go to work. I would contract with my friend ———, of Bangor, for a supply of coarse lumber, with which I would pile and slab up two lines, 20 feet apart, along the whole front of the Boulevards; and,

in same way, confine Charles River, upwards, within proper bounds;—filling up the space between the piling, with stones and gravel. I would, then, drive stakes, in lines retreating from the Boulevards, outward, and a furlong apart, each from each; which stakes I would warp with brushwood; and, then, leave the greater part of the surface to do its own business, by arresting mud and floating substances, for the formation of land. Perhaps, I might agree with mill-owners and others, up stream, so far as Waltham, to allow me to cut channels from Charles River into my inclosures, that, during freshets, mud, &c., might be carried thither to settle down; and, with leave, I might put sluices on the river, also in aid of my works, &c. &c. &c.

Whoever will take the trouble to walk along the Mill-Dam and various bridges downwards, at ebb tide, will see that there is little deep water outside the line of the Boulevards;—so that, there would be no difficulty in piling, or staking: and whoever has seen operations, elsewhere, for making land, in the way described, will acknowledge that it is wonderfully efficient and expeditious. It would not leave a very great deal to do with travelled earth; nor would the moving of this, by temporary rail-roads, be ruinous. Mark then, how speedily acres for cultivation might thus be secured; and, how productive these might be made from city manure, street sweepings, &c.

I have said, that "*south of the Mill-Dam may be set about and completed; next, that between the Mill-Dam, Cambridge, East Cambridge,*" &c. I would, in fact, begin to sell off, for building, at Providence Depot; and, proceed round the Boulevards, just as there was demand for building lots. Any one may amuse himself, with calculating what the 2,000 acres would bring at the rate of a dollar and half a foot; which is, I understand, the selling price of building lots on the New street fronting the Botanic Garden at the present time.

If this brief sketch is not all that may be required for conviction, I shall willingly explain further, when you appoint a committee to investigate and report on the whole matter.

Gentlemen:—Volumes might be written on the improvement of Boston. I have attempted only to give a lead to inquiry. The subject is mighty, and cannot be too gravely considered. It regards the comfort of generations in all coming time. No country ever started with such advantages as the United States: no city ever had such prospects as this at the present moment. It seems to me, that the watery waste which surrounds Boston has been designed, first, that the inhabitants should be penned up, and thence feel discomfort, till now that the utmost advantage may be made of it:—that on this waste they may form a city, surpassing all others, either in ancient or modern times.

I have now only to commend you to God, and to pray that He may direct you in all things.

Very sincerely, yours,

ROB. F. GOURLAY.

*Marlboro' Hotel, September 14, 1844.*

## THE SCIENCE OF CITY BUILDING.

EXTRACT from the *Autobiography of John Trumbull*:—

"I arrived in London in January 1784, went immediately to Mr. West, and was received most cordially.

"My father had written a letter to Mr. Edmund Burke, expressive of his gratitude for the kindness shown to his son when in prison, and commending me to his future protection. This letter I early presented, and was most kindly received. 'Your father speaks of painting as being the great object of your pursuit: do you not intend to study architecture also?' asked Mr. Burke. I replied, that "I thought I knew enough already for my purpose in backgrounds, &c.' 'I do not mean that, Mr. Trumbull. You are aware, that architecture is the eldest sister, that painting and sculpture are the youngest, and subservient to her: you must also be aware, that you belong to a young nation, which will soon want public buildings: these must be erected before the decorations of painting and sculpture will be required. I would therefore strongly advise you to study architecture thoroughly and scientifically, in order to qualify yourself to superintend the erection of these national buildings. Decorate them, also, if you please.'

"This was wise and kind advice, and I had afterwards sufficient evidence of my own want of wisdom in neglecting to follow it: a few of the hours of evenings, which, with all my fancied industry, were trifled away, would have sufficed for the acquisition of thorough architectural knowledge."

Mr. Trumbull's biography was published 1841, and he died last year. This year, I believe, for the first time, attention has been called to defects in the architecture of the United States, by a native,—a writer in the *North American Review*. It is not important to notice the *defects* of this writer; but it is well that the subject has been brought up to public notice.

In the year 1834, the Custom-House in New York was about being built, and an elevation of it was published in newspapers. This drew the attention of Mr. William Ross, a scientific and practical architect, just then arrived from England. He informed those who had charge of the work, that the dome, which appeared in the elevation, was not correct: in fact, the person who had furnished the plan and the elevation had not been master of his profession. Mr. Ross was employed to correct details, and, although a dome appears inside of the building, the walls have been carried up to hide it from view, outside: indeed, the whole roof is now nearly flat,—being covered over with marble slabs.

Last year, I endeavored to correct a monstrous error at Bunker-Hill Monument, but failed.—Having been on the top of it, April 21, 1843, I wrote the following lines, and gave them to the door-keeper:



The London "bully lifts his head and lies ;  
But THIS—more truthful, all the world defies.

On coming away, I observed some laborers digging into the bank on the south side of the hill ; and, going to them, inquired of a young man who was superintending the work, what was the object. He told me it was a foundation for a stair to approach the monument. By placing myself opposite the centre of the monument, I saw that the digging was some 10 or 12 feet too far west, and informed the young man of the error. He said, they took the middle of the bank for the proper place. I replied, that people would look not to the middle of the bank, but the middle of the monument ; and, that he should apprise his employer of this, as a few dollars would yet put all right. Coming into the city, I wrote a letter to the editor of Boston Post, and, the more to attract notice, headed the letter with the above couplet ; but, the editor returned my letter, and my trouble went, then, for nothing.

Two months afterwards, I walked to Charlestown, and found a handsome stair where the people had been digging, with three others ;—one, on the north side of the hill ; one, on the east, and another, on the west. I have since measured the departures from the right positions, and they are as follow :—The stair on the south side,—that first spoken of,—11 feet wrong : that on the north side, 15 feet ; that on the west, 16 ; and, that on the east, 22.

Meeting a person on the top of the hill, I spoke of the errors, and he informed me of a curious result. He said, that one day while walking there, he observed a gentleman step out of a carriage and look towards the monument from the bottom of the west stair. After eyeing it a while, this person, who was a Scotsman, observed, that the monument leaned to one side : that, said my informant, cannot be, for it was erected on a deep foundation and very carefully built. The Scotsman bade him look from where he was, and bring the top line of the stair to bear upon the bedding of one of the layers of stone in the monument, which would convince him ; and, in appearance, it was so. They then went to the opposite side of the hill ; looked up the stair, and found that the monument seemed to lean the other way. My informant now had the advantage,—asserting, that the monument could not lean two different ways, In fact, the error in building the stairs, had distorted every thing through the media of perspective.

I have never inquired who was the planner of these stairs ; and, certainly, wish not to injure his reputation. Probably, he is a civil engineer, not an architect, and, had a plan of the square which incloses Breed's Hill to work by, into which streets are to run from the east, north, and west. On the north, the street is formed by some wooden buildings, and looking up that street towards the monument, the planner might judge it best to place the stair opposite the middle of the street : and, on his paper plan, all might look well enough ; but the grand object, to be approached, was the monument. The stairs should have been placed so as to tally with it, and ought still

to be. The street on the north could yet be easily corrected, if required: those on the east, and west, formed to tally with the corrected stairs. It will be expensive to alter the stairs and the railings all round the hill; but, better do so than have posterity, till the end of time, reflecting on the bungling of this age.

Bunglings of this sort are not confined to America: even in Edinburgh, which displays so much good design and fine buildings, monstrous blunders have been committed. Twenty years ago, a new approach to the old town was suggested. As soon as it appeared that this would be executed, a parcel of individuals banded together for speculation in building lots, — obtained control, and spoilt all. Instead of employing a civil engineer to plan out the ground, they had an architect who favored their views; and he, ignorant of such matters, made sad work of it. By and bye, this became apparent; and a civil engineer was substituted just at the moment when the business required an architect. About the same time, a costly church was erected in the new town, which, for want of due consideration, was placed obliquely towards a street leading to it; and, there it stands grinning at all beholders, as does Bunker Hill monument, seen from the bungled stairs.

Did a society exist for promoting the science of city-building, nothing of this sort would occur. A watchful eye would be ever over all that concerned the public; and by and bye, every thing would be done well: indeed, public taste would be established, with a constant advancement in elegance and refinement.

The Boston Horticultural Society is a praiseworthy institution of recent origin, and now becoming respectable. A love of fine flowers and fruits betters all the affections, and prepares man for communion with God. The science of city-building includes this; for gardening and architecture are sisters. Its study would not only promote refinement in the present day; but tend to the comfort and happiness of all succeeding generations.

The disposition to build cities is inherent in man, and necessary to his condition on earth. No sooner did men begin to multiply, both before and after the flood, than they set about city-building. God found no fault with this, and checked them only when they attempted a vain and presumptuous thing — “a tower whose top may reach unto heaven.”

It does not appear, either from history or the remains of ancient cities, that any one of these was planned to afford the greatest happiness to the greatest number. Cain laid out the first, before the flood; Nimrod the first, after it; and naturally, such men thought most of themselves. The mighty ruins of Thebes record little else than the triumphs of conquest; and visitors at Athens and Rome, find nothing worthy of notice save the results of arbitrary power and superstition. One thing should not be overlooked when surveying the works of by-gone days; — the fact, that when there was sufficient stimulus, there was sufficient talent in man to produce delightful objects. The superstition of the Greeks called forth their architecture, which is admired at the present time; that of the

church of Rome, the pointed architecture,—still more befitting the house of God, — more solemn — more sublime. The middle ages needed strength, and, the castellated style, in many instances, extorts admiration : now, we want comfort and elegance, from the palace down to the cottage, — order and arrangement, in streets, — variety and beauty, in squares, and crescents : now, the many should plan out for the many, and the many should stimulate the many to do the best for all.

Is it not for the people of America, on their virgin soil and with their free and independent institutions, to see to this?—and, where, in America, is such fitness, — such ability for beginning as in New England? — where such a subject for improvement, as the city of Boston?

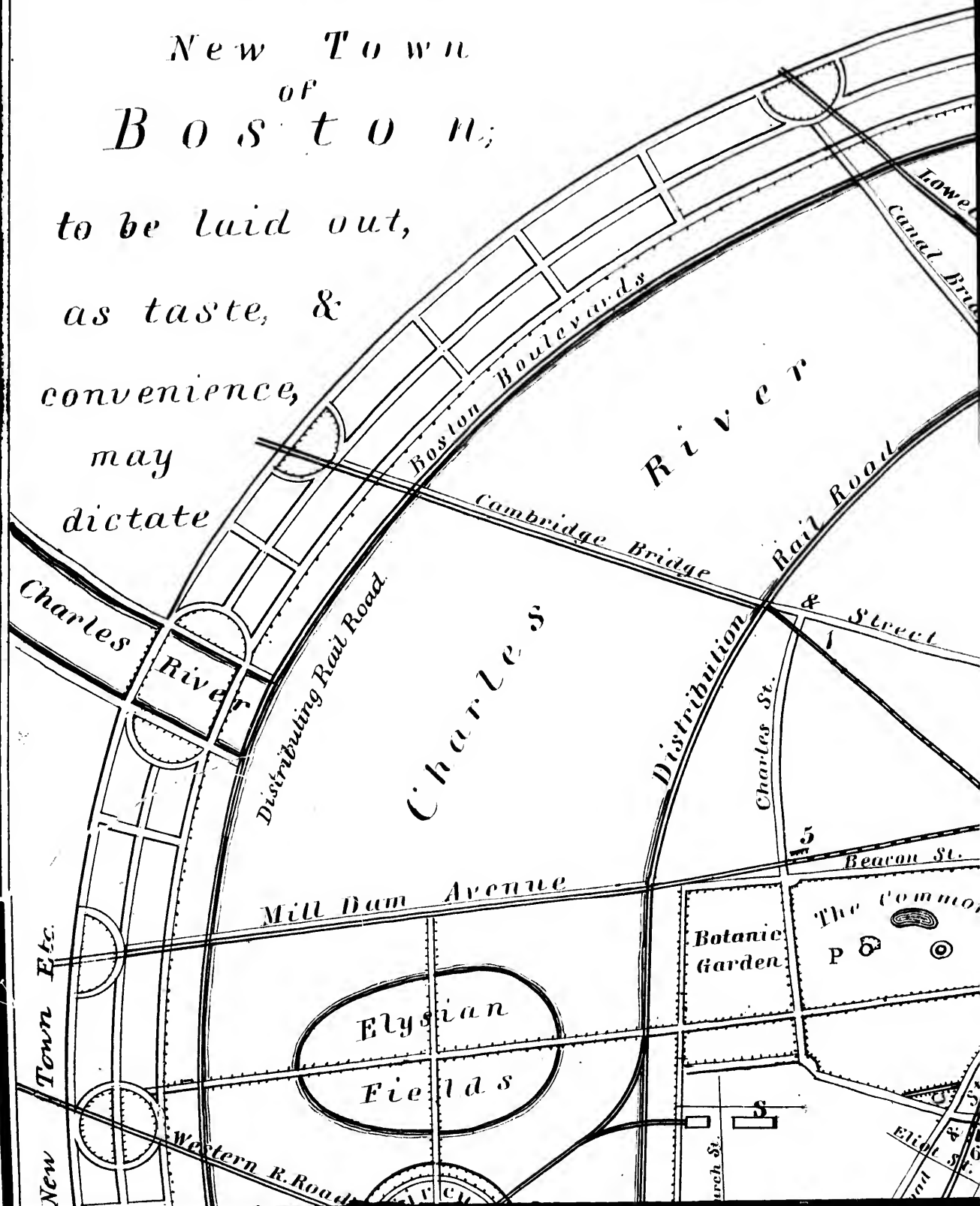
But, what an I told, in Boston? — how have I been continually assailed, here, while offering plans for the improvement of the city? “O!” it is said, “nobody cares for such matters here : no two people, here, will agree about improving the streets : all, here, are intent on securing the almighty-dollar : show them how to get that ; and, then, you will have plenty to approve and assist.” But, this is not the whole truth : the people of Boston are not so very selfish, or tardy to move. Has not the Common been fenced in at great expense? has not the frog pond been scoured out, and made really a pretty sheet of water?—have not fine trees been trained up, and comfortable walks been formed, all within the Common?—has not Mount Auburn been created?—are not buildings every day becoming more and more elegant?—are not pressed brick taking the place of clap-boards?—and is not the beautiful granite substituted for brick? But, most hopeful of all, is the attention paid to schools, — training up the rising generation to orderly habits, and the best principles. Look to the school-houses so handsome—so well planned—so costly : “O! but where is the money to come from, for your mighty projects, — your Boulevards — your Circus Island — and, your sub-urban railroads? We might all subscribe a little for a statue of General Washington ; but how are you to get quit of Dock-square, and the valuable property all round? — it is impossible, and no one will listen to you, a moment.” But, I say, take your time for all this opposition, obstruction, and contempt. I have been very happy, here, planning for you these last eighteen months, and shall remain happy in the assurance that I have meant all for good. Very probably, I shall be gone before there is any serious move, on the part of the citizens of Boston, in this business,—perhaps dead : — but, certain I am, the time approaches when a move must be made, and a great one too. Some one, besides me, will see that the watery waste — the 2,000 acres of land, now generating miasma and disease, close to Boston, may be made available, — may become the finest site in the world for a new town ; — will see, that, — placing the whole of it, and much more, under proper management, means may be obtained not only for the growth of the new town, but for executing every desirable improvement within the peninsula. Certainly, were a Society instituted all would be speedily seen to, and acted on. R. F. G.

e  
s  
e  
-  
d  
o  
h  
,  
v  
f  
  
y  
?  
,  
n  
,  
e  
y  
?  
y  
e  
n  
l  
-  
?  
g  
:  
:  
,  
n  
l  
e  
n  
,  
g  
e  
e  
f  
e  
n  
o  
,  
l  
h  
y  
e  
y

# GENERAL PLAN FOR ENLARGING & IMPROVING

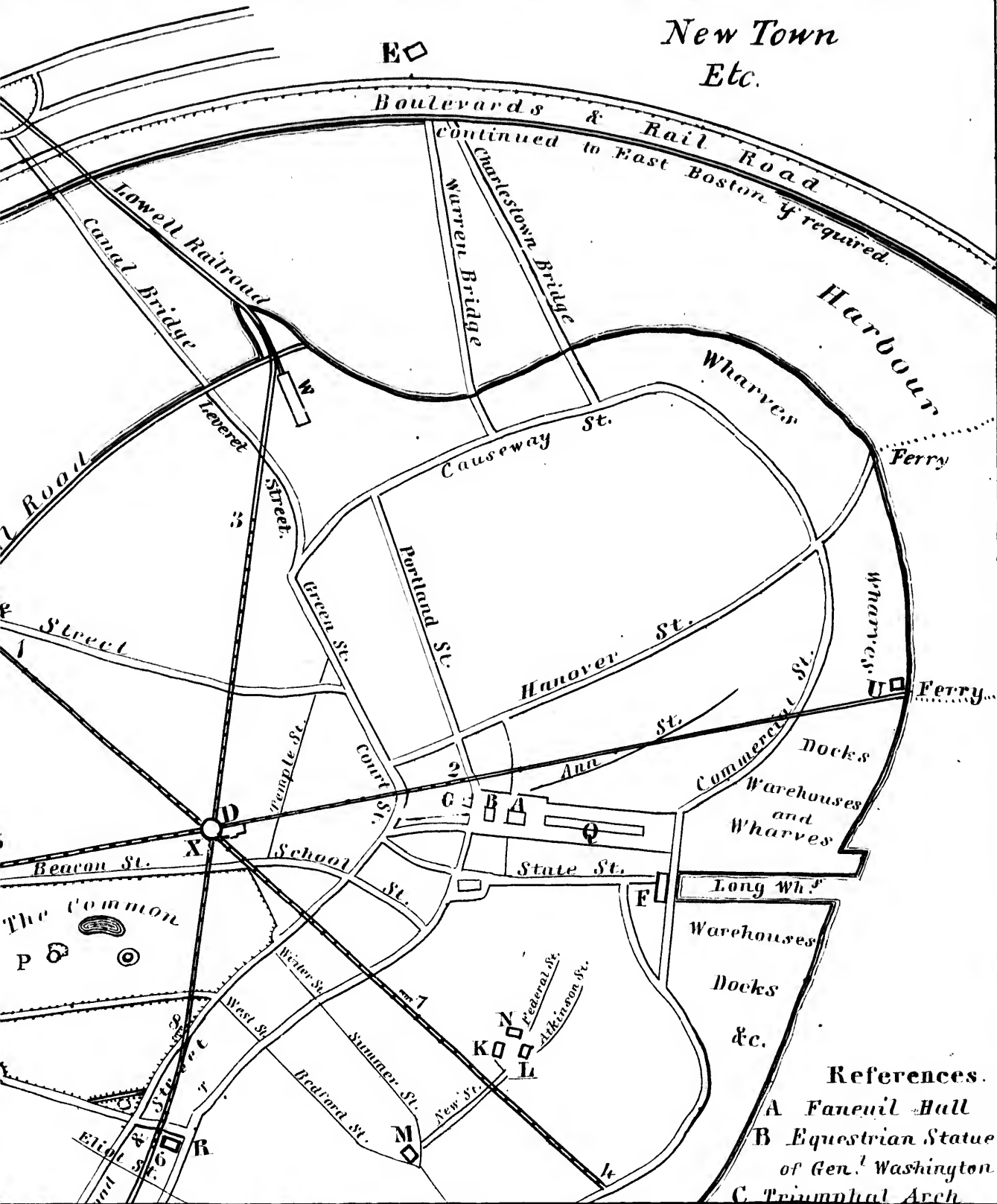
New Town  
of  
Boston;

to be laid out,  
as taste, &  
convenience,  
may  
dictate



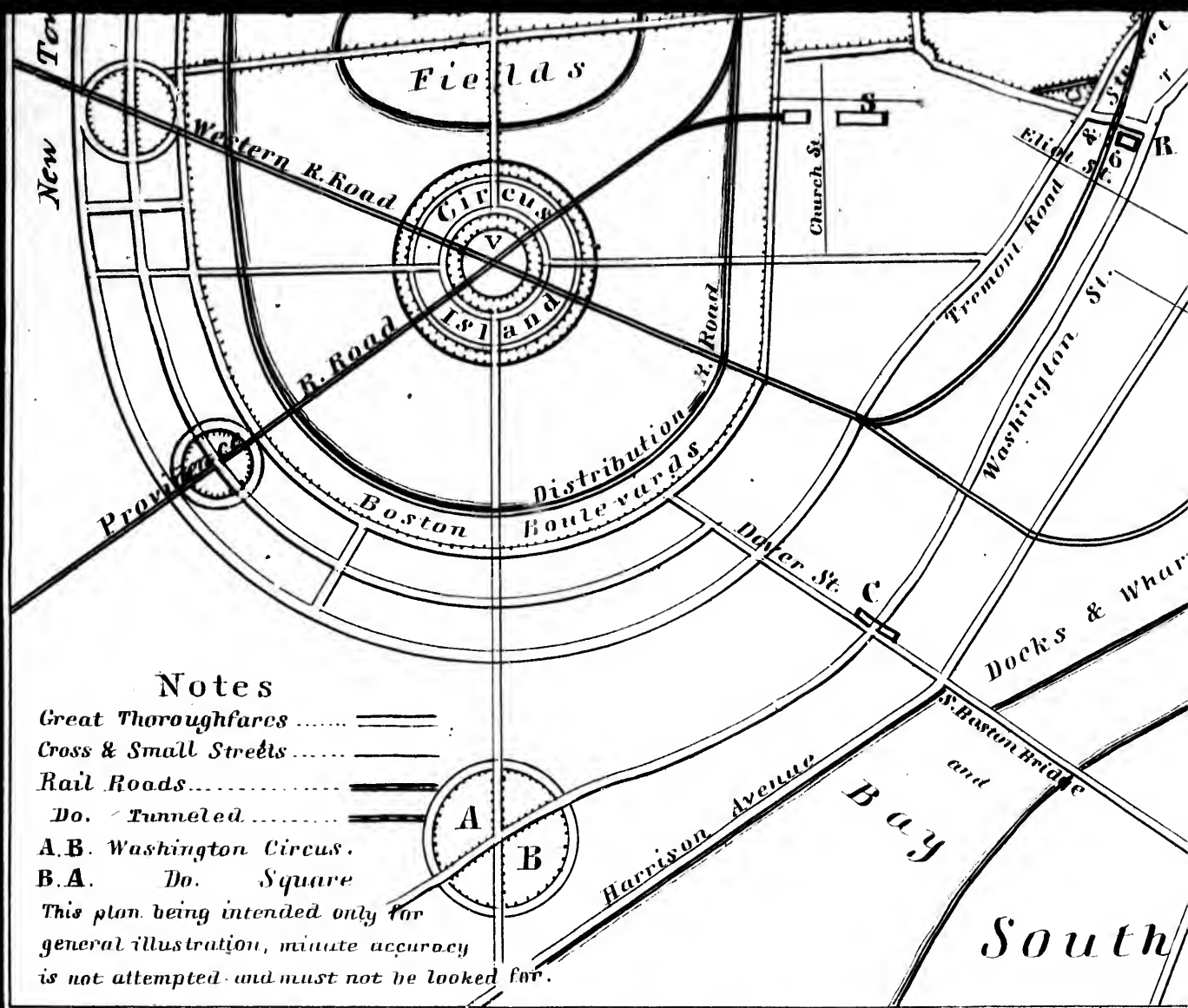
# PLANNING & IMPROVING THE CITY OF BOSTON.

New Town  
Etc.




## References.


- A Faneuil Hall
- B Equestrian Statue of Gen. Washington
- C Triumphal Arch




**Notes**

Great Thoroughfares ..... 

Cross & Small Streets ..... 

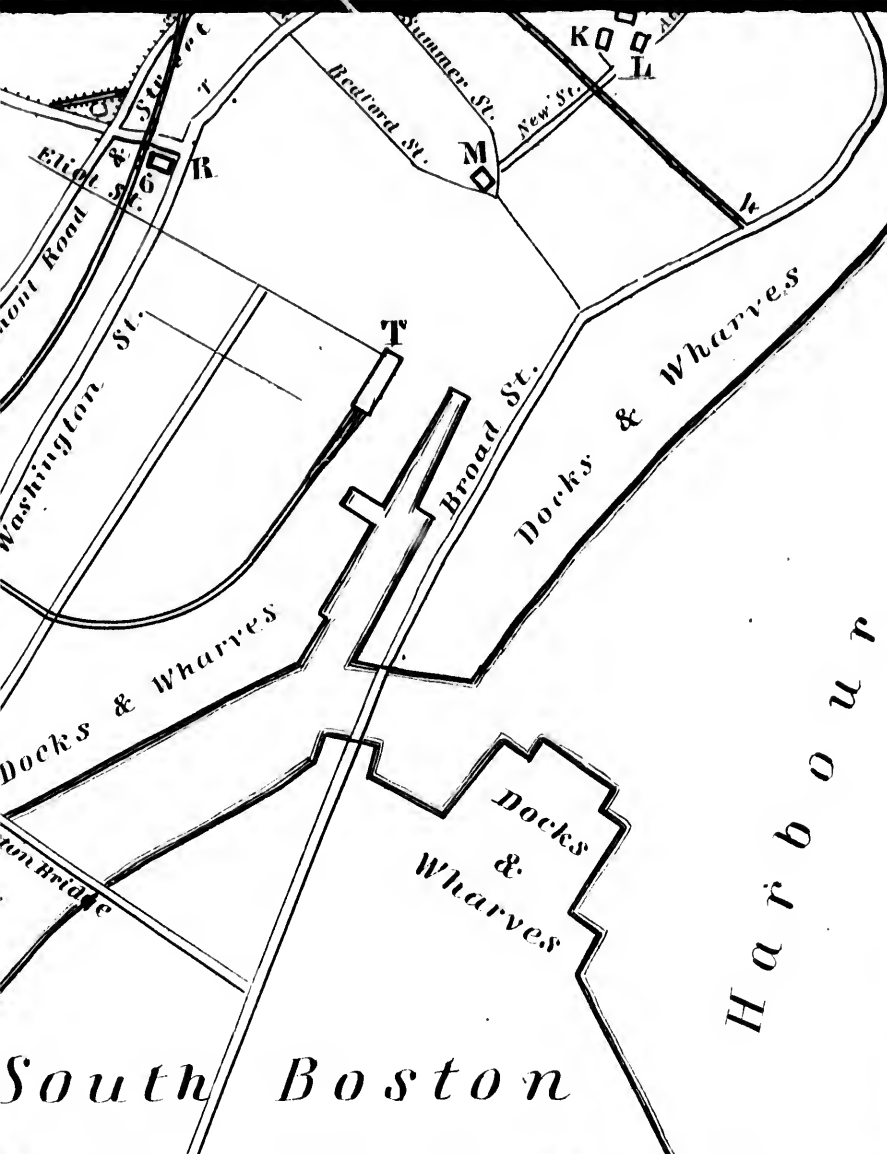
Rail Roads ..... 

Do. / Tunnels ..... 

A. B. Washington Circus.

B. A. Do. Square

This plan being intended only for general illustration, minute accuracy is not attempted and must not be looked for.



**References.**

- A Faneuil Hall
- B Equestrian Statue of Gen.<sup>l</sup> Washington
- C Triumphal Arch commemorative of entering Boston on 17<sup>th</sup> March 1776.
- D State House
- E Charlestown Town Hall
- F Custom House
- G Brattle St. Church
- K Roman Catholic Do.
- L Unitarian Do.
- M Do. Do.
- N Odeon
- P Pagoda
- Q Quincy Market
- R Boylston Do.
- S Providence Depot
- T Western Do.
- U Eastern Do.
- V Lowell Do.
- Y Transfer Do.
- X Centre Platform
- 1, 2, 3, 4, 5 & 6 Termini of Tunnels.
- 1 & 3 Entrances to do.



