

# HERE IS THE MOST HUSTLE?

## ACTUAL COMPARISON OF THE STREET CROWDS IN NEW YORK YORK WITH THOSE IN CHICAGO



FINANCIAL SECTION OF NEW YORK



BUSY DAY IN WEST STREET NEW YORK



In taking these readings the time of the crowd in covering a given distance was taken five times in each instance, and the mean of all these readings accepted as the correct one. The difficulties of such a calculation are, of course, considerable, since the crowd constantly strains through itself so that half a dozen pedestrians leaving a corner abreast will reach the next corner several seconds apart. The average shopping crowd in Chicago, counting, of course, those who walk the distance measured without stopping before any window, moves at the rate of one hundred and ten yards, the distance measured, in sixty-three seconds. At this rate they would walk one mile in a trifling fraction over sixteen minutes, which is at the rate of nearly four miles an hour. The mean reading for the New York shopper was about two seconds less for the distance of one-sixteenth of a mile. It may be argued that, while Chicago has a very slight advantage over New York, both cities may take what comfort they can from the result.

The two photographs placed side by side suggest still other lines of comparison. There is more vehicular traffic in the Chicago street, for one thing, than in Twenty-third street. Here again the impossibility of an absolute comparison is recalled, since

WHICH is the bustling city, New York or Chicago? The entire population of New York, it is safe to say, has decided convictions on the subject; Chicago is equally convinced to the contrary, while the country at large has decided the question according to its geographical grouping. The attraction of either city as a place of business or of residence is a question apart. Interest in a city depends upon character or temperament, qualities which do not lend themselves to absolute comparison. But the question of relative activity, the number of persons or vehicles in the streets and the exact rate at which they move form a basis for accurate comparison. The various measurements used in the following comparisons between New York and Chicago have been made in a spirit of absolute fairness. In making the comparison only such streets were selected as correspond in the interests they represent, and the readings were taken at the same hour of the day in both cities. In timing the movement on the various streets a stop watch was used and the figures finally accepted were in each case the mean of many readings taken under similar conditions.

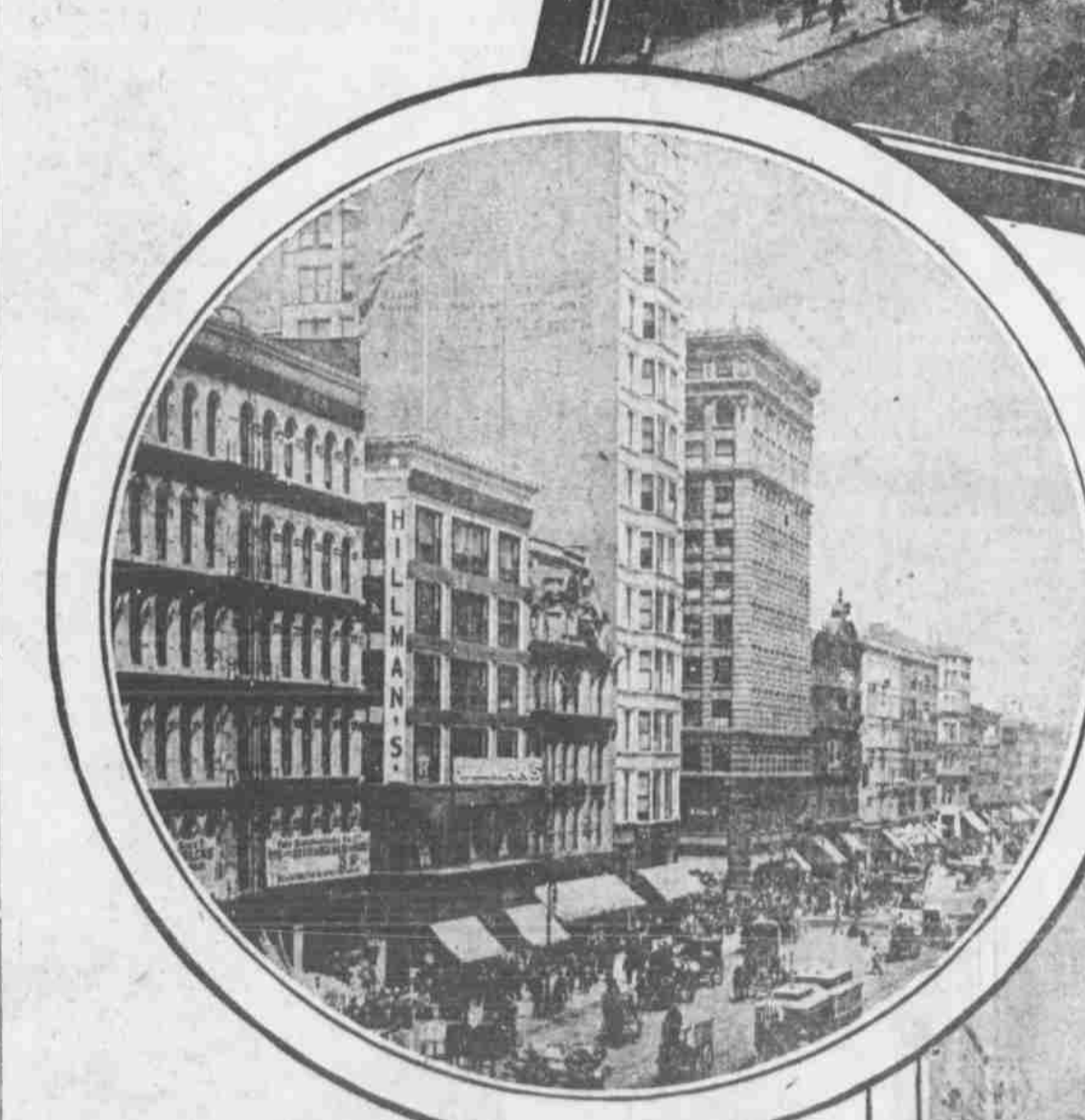
The problem is far more complicated than might be supposed. Each city has certain points of superiority over its rival. New York presents the most remarkable group of very high buildings to be found anywhere in the world. Chicago depends for its effect upon a succession of wide streets within a limited area, with fewer very high buildings, but a better sustained sky line. The crowds in Chicago seem to fill the broad regular sidewalks in every direction, and since the streets are all at right angles one encounters endless vistas of crowded streets. In New York, on the other hand, many of the streets are irregular and narrow, so that the crowd constantly overflows the pavements and fills the asphaltic streets. All this, of course, refers to the business sections, the most concentrated localities, of both cities.

The remarkable geographical formation of Manhattan Island and the ingenious grouping of Chicago's centers of population must be taken into consideration in any comparison. In New York the great business centers are grouped in or near Broadway between the Battery and Forty-second street, a distance of nearly four miles, forming a continuous, unbroken line of crowded streets. The financial section, the newspaper offices, or many of them, the wholesale district; next, the retail district, and, finally, the hotel and theatre sections are distinctly marked. Each, moreover, has its characteristic crowd. In Chicago all these sections, with their crowds, are concentrated into a comparatively limited area. They are within the loop. The concentration of an arrangement of this kind, of course, obvious. The general atmosphere of activity which results has scarcely its equal anywhere else in the world. But start from the center of the loop and travel for half a mile and the street crowds quickly thin, the skyline falls abruptly and Chicago looks like any ordinary city.

EACH IS IN ERROR. It might be well in the connection to correct a curious misapprehension common to both cities. New York men who have never seen Chicago are likely to picture it as a hazy new edition of their own city. The Chicago man who has never visited New York is likely to picture it as a much older city, in appearance at least, and somewhat less up to date. Both estimates are wrong so far as surface conditions go. Chicago, within the loop at least, appears a much older city than New York. The soft coal smoke has toned down the many abrupt lines and lent an appearance of age out of all accord with the history. Many of Chicago's streets appear far older than any of the newer sections of London. The Art Institute, on the lake front, with its beautiful lines, looks as old as Westminster Abbey.

A comparison of the crowds in the centers of the retail sections of the two cities would indicate at first glance that New York had a slight advantage in the size of the sidewalk crowd while in Chicago the movement was slightly faster. The streets taken for comparison were Erie street in Chicago and Twenty-third street in New York. The photographs of characteristic sections of the two streets serve to show how evenly matched are the two crowds. At three o'clock on the afternoon of a fine day it was found that some 120 persons will pass a fixed point going in both directions every minute. A similar reading in Twenty-third street showed that 210 passed to the minute. To the casual observer the crowds were about the same.

The question as to movement of New York and Chicago street crowds is one of long standing. Opinions differ widely as to which walks the faster. A frequent source of discussion, it is to be hoped, will be set aside by the scientific observations which follow. After making scores of readings on different streets and comparing them with similar observations taken in New York it was found that Chicagoans do not walk faster than New Yorkers. The first impression of a New Yorker in Chicago is deceptive. In walking about Chicago streets one constantly encounters crowds of similar proportions crossing one another. In New York the cross streets are less crowded and they merge into the great thoroughfares with less confusion. The width of the sidewalks on the groups of streets within the loop is also misleading.



SHOPPING DISTRICT, STATE STREET, CHICAGO

The New York street in question is distinctly a shopping street, while State street, Chicago, is crowded with wagons on quite different errands. On the other hand, the number of private carriages waiting along the sidewalks in the New York shopping street is much greater than on a corresponding Chicago street. It is but fair to suppose that the sidewalk crowd is equally mixed, since so many interests are centered here in the loop and that the crowd is not entirely a shopping crowd. If this reasoning is granted, the advantage of New York in point of numbers is considerably increased. In any comparison of the financial sections of the two cities the advantage is obviously with New York. The Wall street section has no exact counterpart in the world. The financial district being concentrated into a limited area, has caused to be built more very high buildings than in any similar section of Chicago. While the crowd is correspondingly great, the section about the Chicago Board of Trade, including the streets devoted to banking interests, is impressive and the skyline is well sustained. The buildings for the most part are massive, many of them skyscrapers. The streets and the sidewalks are wider than those throughout the Wall street section. There are, besides, several bank buildings larger than any in New York. But in Wall street the skyscrapers are practically continuous, and the crowds correspond. The sidewalk on the north side of the Board of Trade Building may be taken as typical of Chicago's financial district. The

crowd at this point was counted at intervals of several minutes, commencing at twelve o'clock noon, the unit selected for comparison being the number of people who passed a fixed point in one minute. The average number of pedestrians was found to vary from eighty to ninety to the minute. A fair comparison with this crowd would be the throng in New York on Broadway in the general vicinity of Wall street or on Broad street below Wall. The same experiment repeated in a corresponding district in New York showed that a crowd of nearly twice this size occupied the sidewalk. In other words, 150 persons on an average pass the corner of Wall street on the east side of Broadway to the minute at a corresponding hour. As regards the rate at which this crowd moves in both cities, there is little advantage either way. The crowd in the financial district in Chicago moves a trifle more rapidly than in the retail sections, while in New York the Wall street throng walks a trifle faster than the crowd on a y-third street or the upper reaches of Broadway. Over a measured distance of 110 yards, or one-sixteenth of a mile, it was found that the crowd in Chicago moved at the rate of from fifty-three to fifty-eight seconds, which is five miles an hour. In New York a series of readings taken of a similar crowd showed much the same results. The general average showed but a second or two variation in this distance, which is scarcely significant either way. When a street crowd moves at a rate faster than a four miles an hour it will appear to be in a hurry. If this rate approaches a five miles an hour it quickly takes on the appearance of hurry and bustle, which is characteristic both of Chicago and New York. As a crowd passes along the sidewalks it increases its pace but a few seconds in each case. The entire appearance of the street will be changed. A general impression of a lively scene to pervade the entire city.



FINANCIAL SECTION OF CHICAGO

In the retail section within the loop in Chicago there is at times a general effect of bustle and hurry even greater than in corresponding centers in New York, but in the financial centers, although the speed is about the same, New York has a distinct advantage. The New Yorker is more likely to cross streets diagonally, to take short cuts, than the Chicagoan, while the Chicago man is obliged to keep to the regular crossings. This tendency is encouraged by the greater proportion of asphalt streets in New York and the low curb lines. A comparison of the vehicular traffic of the two cities reveals some interesting contrasts. The streets of both cities are crowded beyond comparison with those of any other cities in the country. An absolute comparison of corresponding streets in New York and Chicago is misleading,

WHOLESALE PRODUCE DISTRICT CHICAGO

population being greater in New York, there are naturally more of these streets with longer stretches of such crowds than in Chicago. Any comparison of the relative traffic of streets in the two cities is likely to be misleading and unfair to one or the other city, because of the different grouping of interests. Most of the retail streets in Chicago, for instance, are crowded with wagons and trucks, while in New York Twenty-third street and even Fourteenth street has little such traffic. A comparison of State street, Chicago, with lower Broadway again is unfair, since Broadway is much narrower and at the same time much longer. It was found that on Canal street, New York, at two o'clock in the afternoon from thirty-eight to forty wagons and trucks of all kinds passed, counting the traffic in both directions. On State street, Chicago, at the same hour of the day the average was about thirty-four, but this did not include the street cars. The rate at which the general mass of the street traffic moves is slightly higher in New York, which is largely due doubtless to the nature of the pavements. A far greater proportion of the streets of New York are asphalted than in Chicago, which of course allows horses to be driven more rapidly. The noise made by innumerable wheels rattling over the blocks which pave the streets in Chicago must also be taken into consideration in any such comparison. The streets of Chicago as a rule are much noisier than New York, leaving the elevated road out of the question, and this of

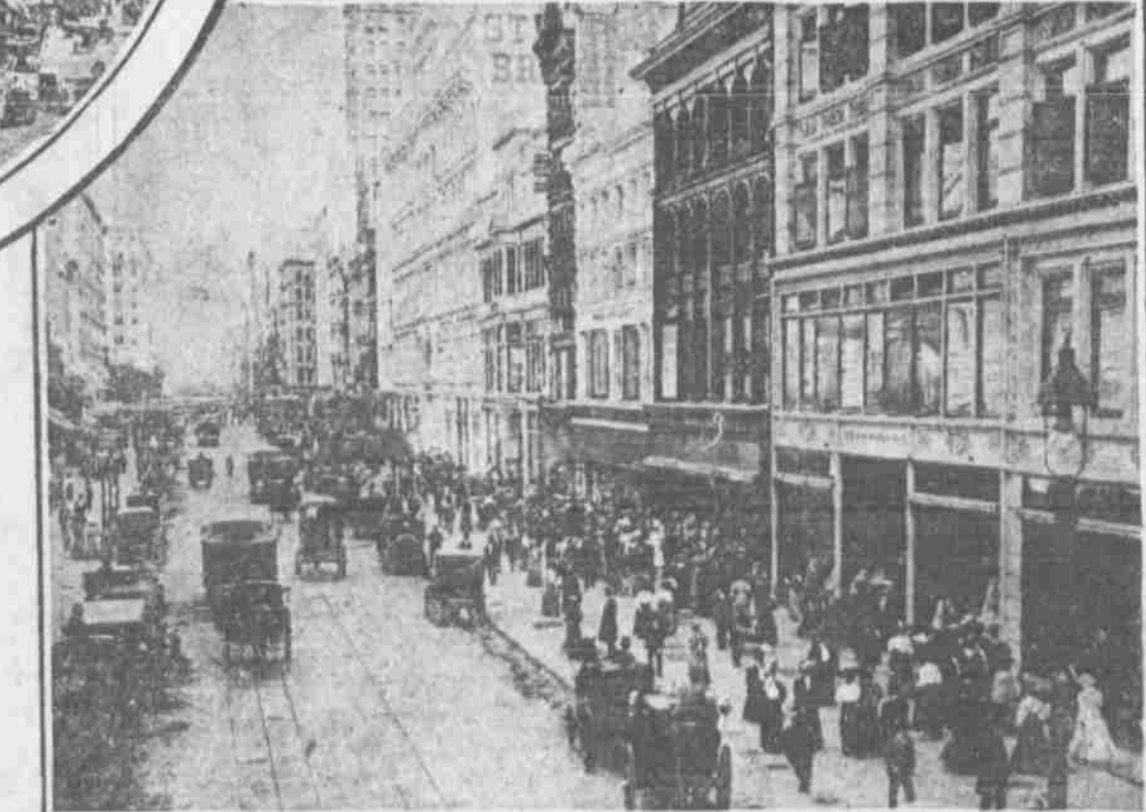
more even skyline. We find in the typical retail sections of the two cities a slight advantage in point of numbers in New York as compared with Chicago, the difference being between five and ten per cent. These two crowds it was found moved at almost exactly the same pace, a very lively one, with a trifling advantage of speed in favor of the Western city. The financial sections we find the street filled with nearly one hundred per cent more people than a corresponding Chicago street, with the rate of progress practically identical for both cities, but with the greater tendency in New York to take short cuts. The wholesale districts of both cities again contain streets as badly congested as they well can be with vehicular traffic. A comparison of State street, Chicago, with Canal street, New York, at the same hour of the day shows that the New York street has an advantage of about twelve per cent as regards the number of wagons and trucks, and throughout the city a slight advantage in speed, due to better paving. Chicago is an astonishing city, in which every American should take pride, but a New Yorker, as he dodges her cable cars or struggles along her thronged pavements, will remember that the area of "the loop" is repeated several times in the unbroken mass of business thoroughfares on Manhattan Island between the Battery and Fifty-ninth street.

### How Maud Was Hypnotized.

OW, Maud," said Edgar, with a complacent smile, "I am ready to make a little experiment. I am sure I can put you under the hypnotic influence if you will agree not to resist. Just put your mind in a passive condition. Try to think of nothing at all. Do not say you will think of me. Be serious. Now lean back comfortably. That's right. Fix your eye on that light now, and don't forget to keep your mind a blank. I will count sixty seconds by my watch." The girl followed directions literally. In twenty seconds her eyelids blinked; in forty they closed. "Ah, I knew I would succeed!" exclaimed Edgar, highly elated. "Now, Maud, I command you to tell me the secrets of your heart. Whom do you love? Tell me, I command you!" A momentary expression of resistance crossed the girl's face. Then she spoke in a monotone: "I love Edgar Popham, and"— "Yes, you!" cried Edgar, trembling with delight. "Go on; tell me all the secrets of your heart." "I love Edgar Popham," continued the girl, in the same tone, "and I would love him more if he were not so stingy. I want to go to the theatre twice a week, and he takes me only once in three months. I want diamond rings, and he gives me rings with cheap stones in them. I want a drive in the park once or twice a week, and I never get it. When I go out with him and get hungry he never thinks of oysters. When I—

### Autumn.

O thrifless Autumn, all thy wasted gold Lies scattered on the dark, soiled smelting earth. Squandered ere half its heavy sum was told. And thou art left in unexpected dearth. Soft heart, to wanton with the breeze so! For what has come of all their treacherous cross words? Except that thou art plumed in sullen woe With dingy hedges and ungrinned brows? O patiently look back on all the green. Still, pastoral tints of thy maternal days; And think how thy declining might have been. A solemn, lingering, unforgetten blaze. Alas, that I so helplessly must stand And watch thy treasure scattered o'er the land!



SHOPPING, TWENTY THIRD STREET, NEW YORK

appear to be in a hurry. If this rate approaches a five miles an hour it quickly takes on the appearance of hurry and bustle, which is characteristic both of Chicago and New York. As a crowd passes along the sidewalks it increases its pace but a few seconds in each case. The entire appearance of the street will be changed. A general impression of a lively scene to pervade the entire city.

course contributes to the general air of bustle and hurry. For representative, therefore, we find in Chicago, with but half the population of New York, a series of streets on the whole wider, and within a restricted area as crowded with people and vehicles as in New York. In the same limited district Chicago has raised fewer very high buildings, but has kept on the whole a

west street, on the lower west side, the