711
K13p
cop. 2.

JUL 28 1915

PARK SYSTEM OF KANSAS CITY

— .SOUVENIR. —

Presented by the
BOARD OF PARK COMMISSIONERS
OF KANSAS CITY, MISSOURI

UNIVERSITY OF ILLINOIS LIBRARY

JUL 28 1915

Digitized by the Internet Archive
in 2017 with funding from
University of Illinois Urbana-Champaign Alternates

North Terrace Park.

Souvenir

Presented by the
BOARD OF PARK COMMISSIONERS
OF KANSAS CITY, MO.

The Park and Boulevard System OF KANSAS CITY

With Itineraries for One, Two and Three Hour
Trips for Visitors to Kansas City

Starting from the New Union Station

Kansas City, Mo.

BOARD OF PARK COMMISSIONERS
1914

Penn Valley Park.

SWOPE PARK, JULY 4, 1911.

711
K13P
cop. 2

The Paseo—Ninth Street Fountain.

BOARD OF PARK COMMISSIONERS

C. C. CRAVER, President

JAMES E. LOGAN

CUSIL LECHTMAN

THOMAS C. HARRINGTON
Secretary

GEORGE E. KESSLER, Landscape Architect

RALPH R. BENEDICT, Assistant Executive Officer

FRED GABELMAN, Engineer

Penn Valley Park.

direct
of

Gillham Road at 38th Street.

ITINERARIES

ONE, TWO AND THREE-HOUR TRIPS THROUGH KANSAS CITY'S PARKS AND BOULEVARDS Starting from the New Union Station.

One Hour.

Leave Union Station
through Penn Valley to
Broadway to
Armour to
Gillham Road via
Westport High School to
Harrison to
Armour to
The Paseo to
Linwood to
Benton to
Gladstone to

Cliff Drive to
Maple to
Independence to
Admiral to
The Paseo—west side—to
15th Street; return
The Paseo—east side—to
Admiral to
Grand Avenue to
Union Station

Distance—17 miles.

Two Hours.

Leave Union Station
through Penn Valley to
Karnes to
Roanoke Park to
Valentine Road to
Broadway to
Mill Creek to
Ward Parkway through
Country Club District
via 57th and Summit Streets.
Huntington Road,
Brookside to
53rd and Oak to
Rockhill Road to
Gillham Road to
Harrison to
Armour to
The Paseo around

Troost Park Lake
Return to
Linwood to
Benton to
Gladstone to
Cliff Drive to
Maple to
Independence to
The Paseo—west side—to
15th Street; return
The Paseo—east side—to
Admiral to
Grand Avenue to
Union Station.

Distance—28 miles.

Three Hours.

Leave Union Station
via 22nd and Grand to
Gillham Road to
Armour to
Harrison to
Gillham Road to
Brush Creek Blvd. to
Rockhill Road; return
Gillham Road to
Armour to
Broadway through
Penn Valley to
Karnes to
Roanoke Park to
Valentine Road to
Broadway to
Mill Creek to
Ward Parkway through
Country Club District
via 57th and Summit Streets,
Huntington Road,
Brookside to
53rd and Oak to
Rockhill Road to

58th and Troost to
63rd Street to
Swope Park, via
Lake of Woods, Lagoon
return Swope Parkway to
The Paseo around
Troost Park Lake,
return Linwood to
Benton to
Gladstone to
Cliff Drive to
Maple to
Independence to
The Paseo
15th Street through
Business Section via
Grand, 11th,
Broadway, 7th, to
West Terrace to
West Pennway to
Broadway to
Union Station.

Distance—50 miles.

North Terrace Tennis Courts.

A SYNOPSIS OF THE KANSAS CITY PARK SYSTEM.

The charter amendment providing for Kansas City's park and boulevard system was adopted June 6, 1895. Active work began at once.

The park and boulevard system now comprises: 1,985.60 acres of parks; 590.32 acres of parkways; 60.85 miles of improved boulevards and park drives, with an additional 52.44 miles of boulevards and park drives planned.

Plans adopted for acquisition: roadways in parkways, 25.8 miles; parkways, 761 acres.

Total mileage of boulevard and park drives improved and planned, 139.09 miles.

Total area of parks and parkways acquired and planned, 3,336.92 acres.

The cost of the park and boulevard system to April 21, 1914, is:

Acquisition of lands.....	\$ 7,554,505.69
Construction	4,058,318.71
Maintenance	1,678,346.60
Total	<u>\$13,291,171.00</u>

Penn Valley Park.

The Paseo—The Pagola at Tenth Street.

SCOPE AND PURPOSE of PARK AND BOULEVARD SYSTEM.

A summary of all of the Board's reports published heretofore is submitted to the Mayor and Common Council to show the scope and purpose of the work of this Department.

This purpose may be expressed in a very few words—the giving to all of the residents opportunity for outdoor recreation as near the homes as it is possible to accomplish.

The equally important object, as expressed in the very first report of twenty years ago, was to secure, so far as possible, the right uses of lands within the City, leaving for commercial, industrial and residential uses the land situated and adapted to those purposes, through this, securing not only legitimate increases in values, but an equally important result—a stability of values, checking the losses that too frequently come from a shifting of the uses of lands arising from ill-conceived projects on lands not so adapted.

The boulevards have closely connected all the different residential districts and established permanent residential properties, both increasing and holding values.

Kansas City began its work in time to establish these improvements within the City, rather than being forced to begin outside; therefore, great areas that might otherwise have been used for indifferent purposes have been saved for permanent residential use.

The trip over the system, as outlined in this Itinerary, emphasizes the close tie between every residential section of the city, with the business districts, and in sharp distinction from the condition that existed in Kansas City before the operations of the Park Department began. It also brings to view the many activities of this Department for the welfare and pleasure of the citizens of Kansas City.

The Paseo at Twelfth Street (before).

Cliff Drive, North Terrace Park.

PARK AND BOULEVARD SYSTEM HAS MADE KANSAS CITY FAMOUS.

In 1893 the first Board of Park Commissioners reported a plan for a park and boulevard system, outlining 9.85 miles of boulevards and 323.45 acres of parks—a very comprehensive plan for the City as it existed at that time. After the legal basis had been perfected in June, 1895, active work began at once. No obstacle was permitted to halt the City in its onward march in the development of this plan.

Today is to be seen not only the full fruition of that plan in general and in detail that is without precedent, but it has grown and expanded with the growth and expansion of the City into a system that now comprises 2,576 acres of parks and parkways, 61 miles of improved boulevards and park drives with an additional 52 miles of boulevards and park drives planned within the parks and parkways already owned; and yet further plans adopted for acquisition of 761 acres of parkways with a roadway system of 26 miles, making a total of boulevards and park drives improved and planned of 139 miles and a total area of parks and parkways of 3,337 acres.

The well distributed system of parks in all parts of the City, giving easy access within walking distance to all residents, is connected by an equally well distributed system of boulevards and parkways on easy natural lines and grades. These connecting links have become the centers for the best residential sections, tying them closely together along easy, natural lines, supplying not only fine pleasure drives, but establishing permanent residential properties with increasing values, and—an equally important result—a stability of values.

The principle, which was adopted by Mr. George E. Kessler, Landscape Architect for the Board of Park Commissioners since the inception of the work and whose creative genius has enabled the several Boards to accomplish the splendid results that have been attained, was to follow nature as closely as possible, to adapt the planning to the natural conditions. The rugged characteristics of Kansas City's topography was taken advantage of in the selection of all the larger parks, which are naturally those giving the most

The Paseo at Twelfth Street (after).

Armour Boulevard.

picturesque and characteristic scenery as well as conserving the rough "topographic eccentricities" from the ruthless destruction and marring by man's hand and rescuing it from the ugliness that had already begun to appear in some places.

The outer belt of the park and boulevard system with Cliff Drive on the bluffs, with its collateral levee boulevard as planned on the bank of the Missouri River on the north, the proposed Blue Valley Parkway on the east, Meyer Boulevard on the south and Ward Parkway in conjunction with West Pennway on the west is interlaced with an interior system which leads to the very heart of the City, bringing all parts of the City in touch with the system. The very comprehensiveness of the system taking advantage of natural conditions, all connected in one harmonious whole, has made it unique, and has spread its fame world wide.

A recent article, written by Mr. Andrew Wright Crawford, a city planning expert of Philadelphia, says: "Of all the actual accomplishments that American cities can boast, within the last twenty years, none surpasses the park and parkway system of Kansas City. That system, by and of itself, is making that city world famous. It is in its completeness, its pervasiveness, in the way it reaches every quarter and section of the city, that it surpasses the park system of other cities of the world. European authorities, whether of Germany, England or France, freely admit that in their park systems American cities lead the world. And these foreigners point especially to Boston and Kansas City as the best examples in this branch of city planning, and to Chicago in that of recreation centers."

We present to you in this the making of a beautiful picture. Fifty years hence the artist will still find it unfinished, but growing in beauty and splendor, and a constant inspiration and delight to the people of our splendid city.

Cilham Road—Comfort Station at 37th Street.

Washington Square.

WASHINGTON SQUARE.

Located at southeast corner of Holmes Street and Missouri Avenue.

Area, 2.07 acres.

Date acquired, 1909.

Date completed, 1912.

Cost of Acquisition	\$92,950.00
“ “ Construction	25,087.59
“ “ Maintenance	9,736.91

\$127,774.50

Washington Square, a playground for children, is equipped with outdoor gymnasium, wading pool and shelter building. This playground has the second largest attendance—15,000 children during the season. It is equipped with all kinds of facilities for outdoor recreation. Its wading pool accommodates about 300 children per day. In addition to the outdoor facilities, there is a shelter building containing comfort facilities, dressing rooms for the pool and offices for the teachers. Activities include basketry, sewing, folk dancing, games and story telling.

The Board of Education is constructing a modern ward school building just south of and facing on this playground. This is in line with the policy of the Board of Education and its co-operation with the Board of Park Commissioners in the selection of sites for new school buildings on the park and boulevard system, wherever it can advantageously do so.

Savage Park—Wild Cat Hollow Drive.

FIELD HOUSE IN GARRISON SQUARE.

A. Van Brunt & Co., Architects.

North Terrace—Prospect Point.

GARRISON SQUARE.

Located at northeast corner of Fifth Street and Troost Avenue.
Area, 3.04 acres.

Date acquired, 1909.

Date completed, 1914.

Cost of Acquisition	\$68,825.00
“ “ Construction	62,801.73
“ “ Maintenance	2,544.40

\$134,171.13

Garrison Square, a playground for children, is equipped with outdoor apparatus and wading pool. A field house, with administration office; twelve individual showers and one general shower room with nine showers for men; seven individual showers and one general shower room with five showers for women; one combined assembly and gymnasium room 30 by 60 feet, twenty-six lockers and a shower room with eight showers in basement for gymnasium use; one library room and two club rooms, was completed and opened to the public June 4, 1914. Cost \$55,588.52. This field house provides opportunity for club meetings of all kinds, dancing, parties, debates, musicales, gymnasium classes, etc.

This plant is in harmony with the latest modern ideas for recreation and welfare work.

ADMIRAL BOULEVARD.

From Grand Avenue to Independence and Dykington.

Length, 1.13 miles.

Date acquired, Grand to The Paseo, 1902.

“ “ The Paseo to Independence, 1897.

Date completed, Grand to The Paseo, 1905.

“ “ The Paseo to Independence, 1899.

Cost of Acquisition.....	\$219,549.01
“ “ Construction	105,660.45
“ “ Maintenance	26,003.71

\$352,213.18

This boulevard, developed by widening parts of Sixth and Seventh Streets and cutting through the blocks between, and by radical readjustments of grades at the intersection of the cross streets, connects, on easy lines and grades, the northern part of the park and boulevard system with the very heart of the business section of the City.

Penn Valley—Tennis Courts.

Independence Boulevard.

INDEPENDENCE BOULEVARD.

From Dykington to Benton.

Length, 0.96 miles.

Date acquired, Dykington to Woodland, 1897.

“ “ Woodland to Gladstone, 1895.

“ “ Gladstone to Benton, 1895.

Date completed, Dykington to Woodland, 1899.

“ “ Woodland to Gladstone, 1895.

“ “ Gladstone to Benton, 1899.

Cost of Acquisition\$174,648.26

“ “ Construction 137,465.62

“ “ Maintenance 128,297.43

\$440,411.31

The first improvements for this boulevard were developed and constructed under the control of the Board of Park and Boulevard Commissioners, but the contracts for the improvements for which tax bills were issued were let by the Board of Public Works in 1895, before the final adoption of the charter amendment providing for Kansas City's park and boulevard system. It, with Gladstone Boulevard, was the first acquisition in the development of the system, which has since grown to such magnificent proportions.

INDEPENDENCE PLAZA.

Located on Independence Boulevard, between Brooklyn and Park Avenues.

Area, 1.73 acres.

Date acquired, 1898.

Date completed, 1901.

Cost of Acquisition\$133,922.00

“ “ Construction 21,863.70

“ “ Maintenance 11,528.71

\$167,314.41

This beautiful little plaza occupies the site of what was formerly the most unsightly spot on Independence Avenue—a hole in the ground on either side of the boulevard, upon which shabby one-story shops of the cheapest sort were stilted to the level of the sidewalk. This improvement illustrates the policy which has been followed, of converting property, which is developing wrongly, into places of beauty.

Independence Plaza.

North Terrace—The Canyon.

MAPLE BOULEVARD

From Independence to North Terrace.

Length, 0.18 miles.

Date acquired, 1907.

Date completed, 1907.

Cost of Construction	\$7,107.46
----------------------------	------------

“ “ Maintenance	2,249.86
-----------------------	----------

\$9,357.32

Maple Boulevard connects the west end of Cliff Drive in North Terrace Park with Independence Boulevard.

PROSPECT BOULEVARD

From Independence to North Terrace.

Length, 0.32 miles.

Date acquired, 1908.

Date completed, 1909.

Cost of Acquisition	\$15,775.00
---------------------------	-------------

“ “ Construction	18,425.08
------------------------	-----------

“ “ Maintenance	3,272.09
-----------------------	----------

\$37,472.17

A connection from Independence Boulevard to Summit Drive and to Cliff Drive at the lake in North Terrace Park.

The Pasco—Troost Park Lake.

Before.

After.

Cliff Drive in North Terrace Park.

NORTH TERRACE PARK.

Along Missouri River Bluffs, from Highland to Belmont.
Area, 305.44 acres.

Date acquired, Gladstone to Monroe, 1899.

" " Monroe to Elmwood, 1901.

" " 1 block Wabash, Lexington, 1903.

" " Extension west to Maple, 1909.

" " 2 blocks St. John, Wabash, 1912.

" " Extension at Maple, Linden, 1913.

" " Elmwood to Belmont, 1912.

Cliff Drive, from Garfield to Elmwood, completed 1906.

Length, 2.92 miles.

Extension west to Maple, completed 1911.

Length, 0.61 miles.

Total length of completed drives in the Park, 5.1 miles.

Cost of Acquisition	\$1,024,845.94
---------------------------	----------------

" " Construction	331,025.52
------------------------	------------

" " Maintenance	117,573.75
-----------------------	------------

\$1,473,445.21

This is a rugged, picturesque park along the Missouri River bluffs, from Highland Avenue to Indian Mound, at Belmont Avenue. The original part, acquired in 1899, contained 197.92 acres. Six additions have been made since. The nucleus of this park was the $5\frac{1}{2}$ acres on Prospect Point, purchased by Jackson County in 1870 and used for a pest house and burial grounds for contagious diseases until 1885, when it became city property, and has been used as a park since.

Cliff Drive—the drive that has made Kansas City's park and boulevard system famous—meanders through the park for its entire length and, when completed to Indian Mound, will be, with its approaches, 5.98 miles in length. The first 0.46 miles of this drive was completed in 1900. When all the drives in this park, as planned, are completed, there will be 7.91 miles of the most picturesque drives in this country, every foot of which will be a surprise and a delight to the visitor, and a pride to the resident of the City.

"Scarritt Point" and "Prospect Point" are greatly appreciated as outlook points, giving panoramic views of the Missouri River Valley and the Clay County hills beyond.

Near the Gladstone Boulevard entrance to Cliff Drive is situated The Concourse, a broad intersection of roadways and a great open lawn, adorned by a beautiful structure—The Colonnade, which forms a setting for a magnificent fountain.

North Terrace—Fountain in Colonnade.

Budd Park.

VAN BRUNT BOULEVARD.

From Gladstone Boulevard to Linwood Boulevard.

Length, 3.93 miles.

Date acquired, 1912-1914.

Date completed, Gladstone to Independence, 1913.

Cost of Acquisition	\$390,581.49
“ “ Construction	37,732.99
“ “ Maintenance	1,714.00

\$430,028.48

Van Brunt Boulevard, named in honor of Mr. Adriance Van Brunt, an early and devoted Park Commissioner, is a boulevard and parkway through the center of the East Park District from Gladstone Boulevard connecting with Linwood Boulevard at 31st Street and Hardesty Avenue.

BUDD PARK.

Located at southeast corner of St. John and Brighton Avenues.
Area, 25.88 acres.

Date acquired, 1891, 1901, 1902.

Cost of Acquisition	\$57,414.00
“ “ Construction	43,502.17
“ “ Maintenance	76,227.12

\$177,143.29

Brighton Avenue—Cost of Construction	\$6,279.33
“ “ Maintenance	114.61

\$5,393.94

Budd Park is a beautiful park, in the northeast part of the City. Its fine and well shaded lawns make it very popular for picnics. The original 20 acres of this park was a gift to Kansas City by Azariah Budd in 1891; the four acres in the northeast corner was a gift by Mrs. Azariah Budd in 1901; the rest was acquired by condemnation.

The Paseo at 34th Street.

Gladstone Boulevard.

GLADSTONE BOULEVARD.

From Independence Boulevard to Indian Mound.

Length, total, 2.82 miles.

Length, completed, 1.88 miles.

Date acquired, to Monroe, 1895.

“ “ “ Elmwood, 1901.

“ “ “ Belmont, 1912.

Date completed, to Monroe, 1897.

“ “ “ Elmwood, 1906.

“ “ “ Van Brunt, 1913.

Cost of Acquisition	\$ 87,729.80
“ “ Construction	149,432.95
“ “ Maintenance	79,433.36

\$316,596.11

Gladstone Boulevard was the first boulevard constructed under the control of the Board of Park Commissioners. Construction on the portion from Independence Boulevard to the east line of the North Park District, began in the fall of 1895, and was completed in the spring of 1897. The original pavement is still intact.

BENTON BOULEVARD.

From St. John Avenue to Swope Parkway.

Length, 5.93 miles.

Date acquired, Independence to 31st, 1896.

“ “ “ 31st to Linwood, 1899.

“ “ “ St. John to Independence, 1908.

“ “ “ Linwood to 35th, 1909.

“ “ “ 35th to 39th, 1910.

“ “ “ 39th to Swope Parkway, 1914.

Date completed, Independence to 31st, 1900.

“ “ “ 31st to Linwood, 1901.

“ “ “ St. John to Independence, 1909.

“ “ “ Linwood to 35th, 1910.

“ “ “ 35th to 37th, 1912.

Cost of Acquisition	\$239,115.75
“ “ Construction	372,653.85
“ “ Maintenance	133,739.23

\$745,508.83

Benton Boulevard.

This boulevard, named in honor of Missouri's great senator, furnishes the great eastern highway across the City from North Terrace Park to Swope Park.

The Grove.

THE GROVE.

On Benton Boulevard, at 15th Street.

Area, 10.49 acres.

Date acquired, 1898.

Date Completed, 1914.

Cost or Acquisition	\$155,277.53
“ “ Construction	116,332.20
“ “ Maintenance	11,366.71

\$282,976.44

The Grove is a combined park and playground. A large wading pool, constructed in the ravine in 1911, is very popular with the children. A field house with administration offices, swimming pool, shower baths and shelter was completed and opened to the public June 15, 1914. Cost, \$99,984.52. This park has a field and bath house, swimming pool, comfort station, pergola, out-door gymnasium, wading pool, ball field and tennis courts, and is the finest and most complete combined park and playground in the City.

The Grove was placed under supervision July 15, 1913, and has grown into the most popular playground. Since that time 30,000 children have taken part in the regular playground activities, such as basketry, folk dancing, sewing, weaving, story-telling, games, etc. The wading pool is a great favorite with the children, about 500 use it every day.

This bath house has a triple use:—all year, 24 hour comfort stations; all year, 12 hour shower bath service; and an open air swimming pool for summer use, all for use for both sexes. It has an administration office; two waiting rooms; one women's rest room with seven lockers and four electric hair dryers; three individual showers, one general shower room with ten showers and tub bath for men; one general shower room with eight showers for boys; nine individual showers, one general shower room with two showers and two tub baths for women; open air swimming pool, 35 by 90 feet, with entrance room of 48 feet of showers, and 132 lockers; one comfort station room for men and one for women. 51,185 baths have been taken in swimming pool since June 15, 1914.

The Grove—Pool in Bath House

BATH HOUSE IN THE GROVE.

Wilder & Wight, Architects.

The Parade.

THE PARADE.

Located on the eastside of The Paseo, south of 15th Street.
Area, 20.99 acres.

Date acquired, 1900.

Completed, in its present condition, 1904.

Parade-Way, along the south side of the park, completed 1912.

Cost of Acquisition	\$142,500.00
“ “ Construction	76,777.40
“ “ Maintenance	19,385.39

\$238,662.79

The Parade is intended to be the great central playground of the City, and, when completed, will be the most fully equipped for both summer and winter activities. The sunken field of five acres, in which is located the ball fields, was completed in 1904. This field is flooded during the cold weather in winter time and affords a splendid skating rink. On this property is the City's first public bath house, built in 1904, with funds supplied by the Epperson Megaphone Minstrels. This bath house is one of the most popular features of the recreation department. The building contains shower baths and swimming pool. Attendance during the season of 1913 was: Male, 25,752. Female, 9,612. Total, 35,364. Total receipts, \$562.65. At 5c per bath, the rental of towels and suits indicate that 11,253 people paid for their swim, leaving 24,112 people who used the pool free by furnishing their own bathing suits.

The Parade is one of the best patronized playgrounds in Kansas City. There is constant use of its facilities for various kinds of recreation, such as football, baseball, tennis, track work, skating, swimming, etc. During the season of 1913, five hundred and sixty-six baseball permits were issued. This would indicate that over 16,848 people played in the permit games, in addition to the great number who played games and did not receive permits.

The General Operating Plant, Machine and Repair Shop for the entire park and boulevard system, located in the southeast corner of the park, was completed in 1912.

The Parade—Bath House.

The Paseo at 37th Street.

THE PASEO.

From Admiral Boulevard to southern City limits, at 79th Street.
Area, 236.95 acres.

Length, 9.07 miles.

Length, completed drives, 6.84 miles.

Date Acquired:

Admiral to 9th Street, 1897.
9th St. to 15th St., 1896.
15th St. to 17th St., 1897.
17th St. to 31st St., 1902.
31st St. to Linwood, 1900.
Linwood to Armour, 1899.
Armour to 47th St., 1906.
Admiral to 9th, e. side, 1911
47th to 79th St., 1913.
24th to 27th, e. roadway, 1914.

Date Completed:

Admiral to 17th St., 1899.
17th to 18th and 21st to
27th, 1906.
27th St. to 29th St., 1911.
29th St. to 31st St., 1910.
31st St. to Linwood, 1902.
Linwood to Armour, 1901.
Armour to 46th St., 1910.
46th St. to 47th St., 1908.
Admiral to 9th, east road-
way, 1913.

Cost of Acquisition	\$1,305,914.32
“ “ Construction	516,864.49
“ “ Maintenance	216,034.03
	<hr/>
	\$2,038,812.84

The Paseo is a boulevard and parkway forming a connecting link that extends through the heart of the City from near its northern boundary to its extreme southern boundary. In conjunction with Meyer Boulevard to Swope Park it is the main artery of the boulevard system. It is varying in width from 100 to 565 feet with a total length of 9 miles. The greater portion of it has a double roadway with narrow interior parkings, every block of which is treated differently, making it one of the most interesting and unique parkways in the country.

The Paseo at Tenth Street (before).

Holmes Square.

HOLMES SQUARE.

Located at the southwest corner of 18th and Holmes Streets.
Area, 2.79 acres.

Date acquired, 1896.

Date completed as a park, 1897.

Date completed as a playground, 1910.

Cost of Acquisition	\$84,458.48
“ “ Construction	37,519.39
“ “ Maintenance	24,933.56

\$146,911.43

Holmes Square was the first park acquired under condemnation proceedings and the first improved. This playground, the first to be fully equipped and supervised, was placed under supervision in 1909. It is located in a thickly settled district, largely composed of the poorer class of citizens, and has facilities for both summer and winter recreation, and provides for all kinds of games, from the simple kindergarten games to the more complex ones, such as baseball, tennis, field hockey, etc. The activities also include basketry, sewing and folk dancing. The attendance on this playground averages about 500 children per day.

The bath house situated on this playground contains two waiting rooms; attendants' room; eight individual showers, one shower room with ten showers for men; five individual showers, one shower room with eight showers, and one tub bath for women; one gymnasium and play room, two club rooms, and one comfort station for men and one for women. A fee of one cent for towel and one cent for soap is made. Total attendance for the season of 1913 was 15,716. Total receipts were \$459.86.

CITY HOSPITAL PARK

Located east of Gillham Road,
between City Hospital build-
ings.

Area, 5.61 acres.

Date acquired, 1912.

Cost of acquisition\$67,738.50

\$67,738.50

The Pasco at Tenth Street (after).
Meyer Monument.

Twentieth Street—Before and After.

WEST TERRACE PARK.

Along the Kaw River Bluff, from 6th to 17th and Holly Streets.
Area, 33.41 acres.

Date, acquired, 8th St. to 17th St., 1903.

“ “ 6th St. to 8th St., 1907.

“ “ 16 lots at 12th St., 1911.

Length of Kersey Coates Drive, 1.18 miles.

Cost of Acquisition	\$377,772.00
“ “ Construction	110,346.93
“ “ Maintenance	29,975.87

\$518,094.80

West Terrace Park occupies the same relative position on the Kaw River Bluffs in the westren part of the City as North Terrace on the Missouri River Bluffs. The shacks, the ugliness that had already taken hold of this park have been eradicated, and the Kersey Coates Drive, meandering through its length, above which rise cliffs and terraced walls of masonry after the manner characteristic of certain Italian cities, gives a broad panoramic view of the railroad terminals and factories in the west bottoms, with Kansas City, Kansas, on the hills beyond the Kaw. Of the view from the Outlook Tower at Tenth Street, the famous artist, Lorado Taft, said, “I know of no city in America or in Europe which has a scene like that. It looks like a hill town in Italy, but is more beautiful than any.”

Two playground sites are located in this park, one at 13th and Summit Streets, and one at 17th and Holly Streets. The acre of ground at 17th and Holly is especially patronized. Attendance for the 1913 season was 8,946 children. Basketry, games and folk dancing were the principal activities. A very pretty pergola and shelter building with comfort station and shower baths was completed on this site in August, 1914. Cost, \$30,000.00.

WEST PROSPECT PLACE.

Located at 16th Street and West Prospect Place.

Cost of Con-	
struction	\$243.95
Maintenance	261.42

\$505.37

This little triangle was the original park property of Kansas City. Area 0.16 acres.

West Terrace—Pendergast Monument.

SHELTER AND COMFORT STATION IN WEST TERRACE PARK.

Edgar P. Madorie, Architect.

West Pennway.

WEST PENNWAY.

From 17th and Holly Streets, to 26th and Pennsylvania Avenue.
Length, 1.15 miles.

Date acquired, 17th and Holly to 21st and Broadway, 1908.

" " 21st to 26th, along Pennsylvania, 1913.

Date completed, from 17th and Holly to 21st and Southwest Boulevard, 1912.

Cost of Acquisition	\$339,393.73
" " Construction	89,521.76
" " Maintenance	4,330.15

\$433,245.64

This parkway connects the west side, and (by way of the new 12th Street viaduct) the West Bottoms, with the Union Station and Penn Valley Park and with the southwestern parts of the City.

TWENTIETH STREET.

Cost of Construction	\$2,665.55
" " Maintenance	103.09

\$2,768.64

A connection of one block on a very steep hill-side, between Observation Park and West Pennway, that was transformed from an ugly spot to a beautiful pedestrian way of walks, steps, terraces and plantations.

OBSERVATION PARK.

Located at the southeast corner of 20th and Holly Streets.

Area, 4.47 acres.

Date acquired, 1899.

Date completed, 1904.

Cost of Construction	\$34,691.14
" " Maintenance	16,204.25

\$50,895.39

This park was acquired by the City in the purchase of the Water Works and all that portion not used for reservoir was assigned to the Park Department for park purposes. Its unique position on a high point on the western bluffs with low ground all around makes it a central point of observation and presents from its summit a magnificent view of a large part of the city and of Kansas City, Kansas, and Rosedale across the State line. A combined bandstand and comfort station was built in 1909.

Observation Park.
Band Stand and Comfort Station

The Colonnade in North Terrace Park.

UNION STATION PARK

Located south of and adjoining the new Union Station.
Conveyed by Kansas City Terminal Railway Company to the
City by deed, in 1913.
Area, 9.04 acres.

When developed, according to the plans proposed, this park will not only be a beautiful and sightly one in itself, but standing as it does at the very door of the great new Union Station through which millions of visitors will pass in the years to come, it will typify and give expression to the spirit of cordial welcome to the stranger, and of invitation to visit and become one with us, which is the spirit of Kansas City.

BOULEVARD VIA UNION STATION.

Studies have been made for a boulevard connection between Gillham Road and Penn Valley Park, to give a boulevard entrance to the Union Station. As soon as the Union Station is put into service, this will become a very much needed connection.

26TH STREET BOULEVARD.

From Summit Street to Central
Street.
Length, 0.31 miles.
Date placed under Board's control, 1907.
Partially completed.
Cost of Construction\$4,347.63
Maintenance..... 2.70

\$4,350.33

Penn Valley.

Penn Valley—Santa Fe Trail Marker.

PENN VALLEY PARK.

Located near the new Union Station, south of 26th Street and west of Main Street.

Area, 131.92 acres.

Date acquired, 1900.

Date completed in the present state, 1903.

Cost of Acquisition	\$870,759.60
“ “ Construction	312,936.80
“ “ Maintenance	122,221.15

\$1,305,917.55

This is a rugged, picturesque park, near the new Union Station and the business section of the City—a park that is a gem, a real diamond in the rough. The land taken for this park was occupied by some three hundred houses, most of them very delapidated. These have been removed and the land restored to its rugged picturesqueness, touched with landscape treatment and a system of drives that are surpassed in beauty by none. Broadway Hill gives a fine panoramic view of the business section. A branch of the old Santa Fe Trail from Kansas City, known then as Westport landing, to Westport, passed through the park. The Operating Plant for the West Park District, located near 30th and Central Streets, was completed in 1910.

The 10 acres in the northwest corner of this Park is to be devoted to playground activities. A large field house with administrative offices, shower baths, swimming pool, 60x102 feet; gymnasium and assembly rooms is under construction. This playground, when completed, will be one of the best and most fully equipped playgrounds in the City.

This park contains eight tennis courts, which are used by about 400 people per day. Three hundred lessons have been given in tennis to the beginners, or those wishing to know special strokes. The largest percentage of these “students” have been business men. Playground attendance during the season was 12,650. Games, folk dancing, sewing and basketry were taught.

Penn Valley.

FIELD AND BATH HOUSE IN PENN VALLEY PARK.

In Course of Construction.

Herman J. Stroch, Architect.

PLAN OF FIELD AND BATH HOUSE IN PENN VALLEY PARK.

Herman J. Stroch, Architect.

Karnes Boulevard.

KARNES BOULEVARD.

From Penn Valley Park, at 31st Street, to Roanoke Park.
Length, 0.72 miles.

Date acquired, 1906, 1907.

Date completed, 1907.

Cost of Construction	\$8,990.73
“ “ Maintenance	5,494.21

\$14,484.94

This boulevard is a connecting link between Roanoke Park and Penn Valley Park and was named in honor of Mr. J. V. C. Karnes, a Park Commissioner.

ROANOKE PARK.

Located west of Summit Street, between 35th Street and Valentine Road.

Area, 36.04 acres.

Date acquired, 1902, 1906, 1909.

Cost of Construction	\$54,580.49
“ “ Maintenance	12,978.99

\$67,559.48

This park is a beautiful preservation of wooded ravines lined with rugged cliffs, in the western section of the City. It was entirely acquired by deeds of gift from the South Highlands Land and Improvement Company and others, who had caught the spirit of conserving nature's beauty before it became marred, and of the resulting enhancement in value of nearby property.

VALENTINE ROAD.

From Genesee St., at 38th St., to Broadway, near 36th St.
Length, 0.97 miles.

Date acquired, Wyoming to Broadway, 1906.

“ “ Genessee to Wyoming, 1907.

Date completed, Roanoke Road to Broadway—prior to being placed under Board's control.

“ “ Genessee to Roanoke Road, 1909.

Cost of Acquisition	\$ 800.00
“ “ Construction	13 643.60
“ “ Maintenance	8,352.62

\$22,801 22

Roanoke Park.

Armour Boulevard.

BROADWAY.

From 31st Street to Westport Avenue.

Length, 1.24 miles.

Date acquired, 31st St. to Armour, 1902.

“ “ Armour to 40th St., 1906.

“ “ 40th St. to Westport, 1909.

Date completed, 31st St. to Armour, 1903.

“ “ Armour to 40th St., 1909.

“ “ 40th St. to Westport, 1911.

Cost of Construction\$40,622.20

“ “ Maintenance 17,135.23

\$57,757.43

ARMOUR BOULEVARD.

From Broadway to The Paseo.

Length, 1.25 miles.

Date acquired, 1899.

Date completed, 1901.

Cost of Acquisition\$ 44,937.04

“ “ Construction . 101,935.75

“ “ Maintenance . 43,065.88

\$189,938.67

This boulevard was named in honor of Mr. Simeon B. Armour, a member of the first Board of Park Commissioners.

Broadway at 33rd Street.

Gillham Road—Athletic Track.

GILLHAM ROAD.

From 22nd St. and Grand Avenue to The Paseo, at 46th St.
Length, 4.12 miles.

Area, 128.67 acres.

Completed Drives, 6.22 miles.

Date Acquired, Kansas City Terminal Ry. to 31st St., 1901

“ “ 31st Street to 46th Street, 1903.

“ “ Along 46th St., Harrison to The Paseo, 1906.

Date completed, 22nd and Grand to 27th St., 1905.

“ “ 27th to 31st Sts., 1904.

“ “ 31st to 45th Sts., 1907.

“ “ 45th St. to The Paseo, 1908.

Cost of Acquisition	\$487,625.94
---------------------------	--------------

“ “ Construction	442,039.37
------------------------	------------

“ “ Maintenance	96,000.35
-----------------------	-----------

\$1,025,665.66

Gillham Road, named in honor of Robert Gillham, an early Park Commissioner, is a parkway of varying width, from 75 feet to 500 feet, and irregular outline, extending over hill and through valley from the Kansas City Terminal Railway, at the Union Station to Brush Creek Valley, that is extremely interesting. A panoramic view of the business section of the City can be seen from Hospital Hill, at 24th Street. Through the efforts of the Board of Park Commissioners, with the co-operation of the Hospital and Health Board, the extensive lighting system of the Hospital Hill is produced at the low expense of \$70.00 per year. The Operating Plant for the Westport Park District is located at 39th Street. The original plans call for a very complete playground south of 39th Street, a wading and casting pool, tennis courts, baseball and athletic field being already under operation.

SWOPE PARKWAY.

From The Paseo, at 47th Street, to Swope Park.

Length, 3.63 miles.

Length double roadway, when
completed, 7.05 miles.

Date acquired—

The Paseo to Prospect, 1905.

Prospect to 67th St., 1909.

Cost of Con- struction	\$124,252.67
---------------------------------	--------------

Cost of Main tenance	18,800.09
-------------------------------	-----------

\$143,053.66

Swope Park—Main Entrance.

Swope Park—Refectory Building.

SWOPE PARK.

Located in the extreme southeast part of the city.

Area, 1,331.88 acres.

Date acquired, 1896.

Cost of Construction\$365,248.20

“ “ Maintenance 337,541.87

\$702,790.07

Swope Park is the peoples' great playground. This park of 1,332 acres was the generous gift, free from all encumbrances, of Thomas H. Swope, for which he gained a monument to his memory that time cannot take away. The diversified topography of gentle undulating meadows of large extent and rugged, picturesque hills and bluffs covered with virgin forest, makes this a park that in beauty, as well as in acres, is not excelled by any of the larger American parks. Its popularity and its value grows daily.

The park is being improved as fast as funds will permit. About 250 acres west of the Blue River are now in lawn condition. East of the river the athletic field, rifle range and new golf course are partially improved. The noble preservation of forest that covers the rugged hills is being conserved as nature has produced it, with only drives and paths on easy lines to make it accessible.

All parts of the park will become accessible when the 18.76 miles of park roads, as planned, are complete—6.7 miles of the park roads are now complete. Two large viaducts over the river and railroad tracks, one near 64th Street and one at 71st Street, are planned, which, when completed, will give safe access to the east side of the Blue River, and connect the roadway system on each side of the river.

All flowers for the entire park system are propagated in the greenhouse, and all trees and shrubs in the nursery of 32.3 acres. The gardens in Swope Park produce enough of vegetables to feed the animals in the Zoo.

The nucleus of the Zoo was started in 1909. The bear pits were built in 1912. These improvements are built in accordance with the general plan, which, when completed, will make one of the finest zoological parks in the American cities.

A great athletic field is planned south of The Lagoon, in the valley just east of the Blue River, and a new 18-hole golf course on the hills just east of this field. Boating was started on The Lagoon in 1912, and a polo field south of The Lagoon was established in 1913, both of which are immensely popular.

Swope Park.

Swope Park—The Lagoon.

MEYER BOULEVARD.

From Ward Parkway, at 64th and Holly Streets, to main entrance of Swope Park.

Length, 2.80 miles.

Date acquired, 1913.

Cost of Acquisition.....\$167,951.00

\$167,951.00

Meyer Boulevard was named in honor of Mr. August R. Meyer, President of the first Board of Park Commissioners. To his broad, far-seeing vision and enthusiastic energy is chiefly due the present comprehensive and firmly established system. This is a broad boulevard extending across the southern part of the City, connecting the north and south boulevards and when completed will be the main arterial entrance to Swope Park.

ROCKHILL ROAD.

From 45th Street to Meyer Boulevard.

Length, 2.47 miles.

Date acquired, 45th St. to Brush Creek Boulevard, 1909.

“ “ Brush Creek Boulevard to 55th St., 1911.

“ “ 55th St. to Meyer Boulevard, 1913.

Date completed, from 45th to 58th Streets, 1911.

Cost of Acquisition\$12,377.80

“ “ Construction 226.99

“ “ Maintenance 2,727.40

\$15,332.19

ROCKHILL TERRACE.

From 45th and Kenwood to 45th and Charlotte.

Length, 0.42 miles.

Date acquired, 1909.

Date completed, 1909.

Cost of

Maintenance .. \$571.50

\$571.50

Swope Park, July 4, 1913.

Boating on the Lagoon, Swope Park.

BROOKSIDE BOULEVARD.

From 48th Street to Meyer Boulevard, west of and adjacent to the Dodson Street Car Line.

Length, 2.12 miles.

Date acquired, 1913.

Construction under way.

Cost of Acquisition	\$134,011.39
“ “ Construction	1,781.40
“ “ Maintenance	1,449.36
	<hr/>
	\$137,242.15

WARD PARKWAY.

From 48th and Mill Creek Parkway to Meyer Boulevard.

Length, 2.59 miles.

Date acquired, from Mill Creek to Wornall Road, 1912.

“ “ “ Wornall Road to 55th St., 1911.

“ “ “ 55th St. to Meyer Boulevard, 1914.

Cost of Construction	\$37,275.52
“ “ Maintenance	1,721.60
“ “ Acquisition—	
from Mill Creek to Wornall Road	20,083.25
	<hr/>
	\$59,080.37

This is a broad parkway, from 225 to 500 feet in width, with a double roadway planned to extend throughout its entire length. Brush Creek flows through its center from near the

State Line and 52nd Street to Mill Creek Parkway. The easterly roadway was graded from 48th and Wornall Road to 55th Street in 1910, and fully completed from 55th Street to 57th Street in 1912. This parkway was conveyed to the City by the Ward Investment Company, et al., by deeds of gift. It is planned to extend this parkway to the southern boundary of the City.

West Terrace at 10th Street (before).

Roanoke Park.

MILL CREEK PARKWAY.

From Westport Avenue to 48th Street.

Length, 0.95 miles.

Date acquired, 1909.

Partially completed.

Cost of Acquisition	\$241,092.00
“ “ Construction	39,928.92
“ “ Maintenance	2,533.05

\$283,553.97

This parkway connects Ward Parkway with Broadway, and with them furnishes a complete parkway from the Country Club, Sunset Hill and Waldo Districts to Penn Valley Park, West Pennway and the Union Station.

BRUSH CREEK BOULEVARD.

From Mill Creek Parkway, at 47th and Main Streets, to Gillham Road, at 46th and Harrison Streets.

Length, 0.74 miles.

Date acquired, Oak Street to Gillham Road, 1909.

“ “ Main Street to Oak Street, 1911.

Date completed, from Oak Street to Gillham Road, 1910.

Cost of Construction	\$1,555.35
“ “ Maintenance	2,053.54

\$3,608.89

SOUTHMORELAND PARK.

Located at 46th and Oak Sts.

Area, 6.52 acres.

Cost of Construction	\$ 818.34
Maintenance.....	3,695.66

\$4,514.00

This park was a gift of Mr. Wm. R. Nelson to the town of Westport and acquired in the incorporation of Westport into Kansas City.

West Terrace at 10th Street (after)

Gillham Road.

HARRISON BOULEVARD.

From Armour Boulevard to 39th Street.

Length, 0.84 miles.

Date acquired, Armour to near 38th St., 1903.

" " Near 38th St. to 39th St., 1908.

Date completed, Armour to near 38th St., 1906.

" " Near 38th St. to 39th St., 1908.

Cost of Acquisition	\$ 5,202.00
" " Construction	29,164.14
" " Maintenance	6,417.01

\$40,783.15

MANHEIM ROAD.

From Holmes to Campbell Streets and from Harrison Boulevard at 38th Street to The Paseo at 40th Street.

Length, 0.62 miles.

Date placed under Board's control, Harrison to the Paseo, 1910.

" " Holmes to Campbell, 1914

Date completed, prior to being placed under Board's control.

Cost of Construction	\$ 153.25
" " Maintenance	1,569.18

\$1,722.43

LINWOOD PLAZA.

On Linwood Boulevard, between Brooklyn and Park Avenues.

Area, 3.09 acres.

Date acquired, 1908.

Partially completed.

Cost of Acquisition	\$48,070.67
" " Construction	2,859.89
" " Maintenance	1,430.95

\$52,361.51

General Operating Plant—The Parade.

This is a little plaza and breathing place of 250 feet on each side of Linwood Boulevard in the heart of a fine residence section of the City, and when fully completed in accordance with the plans, will be one of the prettiest spots in Kansas City.

Linwood Boulevard.

LINWOOD BOULEVARD.

From Gillham Road to Van Brunt Boulevard at 31st St. and Hardesty Avenue.

Length, 3.10 miles.

Date acquired, Gillham Road to Troost, 1903.

" " Troost to Benton, 1899.

" " Benton to Indiana, 1909.

" " Indiana to Van Brunt, 1913.

Date completed, Gillham Road to Troost, 1905.

" " Troost to Michigan, 1900.

" " Michigan to Benton, 1902.

" " Benton to Indiana, 1910.

Cost of Acquisition\$164,105.64

" " Construction 138,520.14

" " Maintenance 60,864.37

\$353,491.15

Benton, Gladstone, Linwood and Armour Boulevards are splendid examples of the standard 100 foot boulevard recommended by Mr. George E. Kessler, Landscape Architect, and adopted by the first Board of Park Commissioners in 1893. This standard was for a central roadway, 40 feet wide, and parking 30 feet wide on each side. In the parking, sidewalks 8 feet wide, located 5 feet from property lines, and in the lawn spaces three rows of trees—one row 4 feet from curbs and one row 2½ feet on each side of the sidewalks, spaced about 45 feet apart with center row staggered. The standard for construction was macadam pavement, 12 inches in depth, a combined concrete curb and gutter and concrete sidewalks. Results have demonstrated the wisdom of that original plan. The only change in construction has been the oiled surface and bituminous binder in wearing surface of the pavement; and in width of roadways which, on account of the immense amount of automobile and pleasure traffic on boulevards, are planned 50 feet wide in the boulevards recently acquired.

The Grove—The Wading Pool.

Spring Valley Park.

SPRING VALLEY PARK.

Located in the valley, between 26th Street and Woodland Avenue and 29th Street and Brooklyn Avenue.

Area, 27.33 acres.

Date acquired, 1902.

Main Roadway through the park, completed, 1906.

Cost of Acquisition	\$94,692.50
“ “ Construction	32,057.37
“ “ Maintenance	16,686.52

\$143,436.39

This park before its acquisition by the City had become a loafing place for the toughs and bore the suggestive name of “Razor Park.” It has been transformed into a beautiful park and is a popular playground for the children. A roadway winds diagonally through it, with wooded slopes rising on either side to an encircling fringe of attractive homes. The spring, which gave it its name, feeds the pretty lake.

The park contains facilities for skating, tennis and baseball. Eighty-three baseball permits were issued during the season, 1913. Plans provide for a completed playground and field house in this park.

SPRING VALLEY PLAZA.

The connection along 27th Street, from The Paseo to Spring Valley.

Length, 0.14 miles.

Area, 4.18 acres.

Date acquired, 1912.

Cost of Acquisition	\$48,660.50
“ “ Construction	361.70
“ “ Maintenance	5.00

\$49,027.20

Swope Park—Lake of the Woods.

The Paseo—Fifteenth Street Fountain.

LYKINS SQUARE—ASHLAND SQUARE—SHEFFIELD PARK

Three playgrounds in the East Park District, located in each case near a large public school.

Date acquired, 1913.

Area of Lykins Square, 4.94 acres.

Area of Ashland Square, 7.52 acres.

Area of Sheffield Park, 11.24 acres.

Cost of Acquisition—

Lykins Square	\$43,981.03
Ashland Square	82,174.55
Sheffield Park	64,523.09

\$190,678.67

BOULEVARD ALONG BELMONT AVENUE.

From Indian Mound, at Saida Avenue, to Independence Road.
(Not yet given a permanent name.)

Length, 0.72 miles.

Date acquired, 1913.

Construction began in 1914.

Cost of Acquisition	\$45,045.88
“ “ Construction	10.00

\$45,055.88

Swope Park—Zoo Building.

Blue River.

BLUE VALLEY PARKWAY.

A proposed parkway along and including the Blue River from 15th Street to Swope Park, with a boulevard connection from 19th and Bristol Avenue, via Ewing and Independence Avenues, to Belmont Avenue, and North Terrace, at Indian Mound. By constructing a movable dam at 19th and Bristol and impounding the waters of the Blue River to an elevation of 20 feet above city datum, the low land in the bends will be submerged to the extent of making a lake of 140 acres, and the river filled from 10 to 20 feet up to and through Swope Park, thus making a boating course 15 miles in length.

From 19th Street, the main boulevard is planned to be adjacent to the bluffs on the west side of the valley along the westerly bank of the river and parkway, cutting across the bend south of Leeds and crossing over the river and railroad tracks, it follows naturally the east side of the river from this point to Swope Park, and avoids all possible conflict with industrial activities. Service roads are planned on the river bank opposite the main boulevard.

The Blue River, with its finely wooded banks, broad fertile valley and picturesque Bethany Falls limestone bluffs, is naturally a pretty stream, as well as the most accessible in the vicinity of Kansas City, and should be conserved in its natural beauty. Properly controlled, with a suitable dam providing a uniform stage of water of some depth, and with the proposed improvements along its banks, it would be one of the most useful and beautiful waterways in the country.

The control of its internal waterways by a City is of such vital importance from a health and sanitary standpoint, that the above improvement must be made. The present Board of Park Commissioners, as well as preceding Boards, have seen and do see the need of acquiring this property as speedily as possible.

The Blue River in Swope Park.

Holmes Square.

PLAYGROUNDS.

Kansas City's playgrounds are reaching the people who cannot reach the larger parks. The playground values are inestimable because they provide opportunities for: First, fresh air and sunshine; second, the recognition of impulses and instincts, which may be developed and trained properly, and third, relaxation and rest for mental and physical fatigue. Play has a humanizing effect which cares for and develops the great desire of aggregation and communication. It provides a rational training for the mind and the body through games, dancing, stories, basketry, weaving, sewing, etc., and it touches life in all its phases. It recognizes the right of self and the rights of others. It teaches the way to create and recreate, how to live lawfully and within the law. In fact, play teaches the child or adult how to live and let live, in justice, peace and happiness, or, in short, to become good, healthy citizens for a larger and better Kansas City.

Kansas City's Park Department has facilities for all kinds of recreation for adults, in addition to the opportunities given through the playgrounds. These facilities provide for golf, polo, cricket, boating, swimming, bathing, fishing, football, baseball, tennis and rifle range. The Park Department has

Six playgrounds under supervision.

Three playgrounds under permit system.

Seven equipped playgrounds.

Nine partially equipped playgrounds.

Fifty-six tennis courts.

Ten baseball fields.

Holmes Square Playground.

Budd Park.

**Extract from an Address Delivered Feb. 27, 1914, Before the
Real Estate Board of Kansas City.**

By

Mr. Fletcher Cowherd.

One could scarcely conceive of a wiser use that a large sum of money could be put to by any municipality than the spending of the more than thirteen million dollars under the direction of our various Park Boards on our Park and Boulevard system.

It has paid, not only in the large increase of property values all over the city, a fact so patent to all that it needs no argument or demonstration, but it has added immensely to the pure joy of living for every man, woman and child in the city. Witness the relish with which our people on Sundays and holidays, and during the long summer evenings, turn into all the avenues of open-air pleasure and recreation. Our boulevards are thronged with motor cars, our tennis courts are scenes of the gayest activity and our parks picturesque with picnic parties, from that of the smallest family group to those of the largest society, Sunday School and church organizations. And then there are our public ball grounds and golf links, our baths and swimming and wading pools, our playgrounds for all the people from noble Swope Park with its 1,331 acres, to the smallest square in the congested north-end. Through all these means all of our people are served, without discrimination, from the richest to the poorest, and

Penn Valley.

Entrance to Swope Park.

their lives are made saner, healthier and infinitely happier than would otherwise be possible.

The establishment of our Park and Boulevard system was the first great expression of city consciousness and marked the beginning of the real Kansas City. It is not only a monument to those who conceived it, but it is a credit to all members of succeeding Park Boards, who without compensation to themselves and at a great sacrifice of their personal interests, have lent themselves enthusiastically to its extension and development.

Kansas City is already justly famed as one of the show places of America, and will be increasingly so, as our Park and Boulevard system is still further developed. Ours is a city which people will delight to visit and which will continue to attract, in increasing numbers, the very best of people who will come here to make their homes, to rear their children and to share all the good things which our idealism has made possible.

Kansas City opens wide its gates and invites the whole world to come in and look around.

No City in America has a more fitting title than has Kansas City in The Heart of America.

Kansas City is a good place to live and a good place to do business in.

Kansas City is reserve city for the Tenth National Reserve Bank District.

The annual natural products of Federal Reserve Bank District No. 10 have a value of \$1,650,000,000.00.

Kansas City has over 1,200 factories with over \$100,000,000.00 capital investment and with 40,000 employees, and an annual production valued at \$250,000,000.00.

Kansas City's new Union Station is the largest in America outside of New York City and cost over \$6,000,000.00.

Two hundred and sixty passenger trains carry 2,800 passengers in and out of Kansas City daily.

Kansas City's Bank Clearings total \$2,850,000,000.00 annually.

The Kansas City Post Office dispatched during the year ending June 30, 1914, 267,336,235 pieces of mail matter.

Among American cities, Kansas City stands—

First—As a Hay Market; as a Yellow Pine Lumber Market; in the sale of Agricultural Implements.

Second—In Health; in Railroad Facilities; as a Primary Grain Market; as a Live Stock Market; as a Mule Market; in Meat Packing.

Third—As a Lumber Market; as a Flour Market; as a Poultry and Egg Market; as an Automobile Market; as a Cigar Market.

Fourth—In Telegraphic Business.

Sixth—In Bank Clearings.

Seventh—In Postal Receipts.

Tenth—In Value of Factory Products.

(This page contributed by The Commercial Club.)

Gaylord Bros.
Makers
Syracuse, N. Y.
PAT. JAN. 21, 1908

UNIVERSITY OF ILLINOIS-URBANA

3 0112 051842422