

TO BEAUTIFY THE CITY.

Commissioners Recommend a Complete System of Parks and Boulevards for Kansas City.

TWO GRAND DRIVEWAYS.

Wide Boulevards, East and West, Connecting With the Independence Avenue Drive Proposed.

A Gate of Medieval Design, Terraces and Pretty Gardens for the Un-sightly West Bluff.

CHILDREN'S PLAYGROUNDS

Green Spots for Little Ones and Breathing Places for the People—A Big Park on Fifteenth Street.

LOCATIONS OF PARKS.	ACRES.
West Bluff	48
North Bluff	161
Fifteenth and Flora	18
The Paseo, from Ninth to Seventeenth between Flora and Grove	11
Fifteenth and Chestnut	9.7
Fourth and Campbell	1.25
Twelfth and Locust	1.7
Nineteenth and Cherry	2.8
Independence and Park avenues	2
City limits and Penn street	75
Total	323.45
BOULEVARDS.	
Miles.	
Independence boulevard, from Ninth and Grove to Fairview avenue	3.4
East boulevard, from Independence boulevard and Wairowd avenue to Springfield avenue	2.0
East boulevard, city limits to Linwood avenue, outside city limits	1
South boulevard, from intersection with East boulevard to Grand boulevard, outside city limits	2.45
Grand boulevard, from Penn Valley park to South boulevard, outside city limits	.25
Paseo, from Ninth street to Seventeenth street	.75
Total	10.75

The board of park and boulevard commissioners presented to Mayor Cowherd this afternoon its reports and plans for the establishment of a park and boulevard system. For several months the commissioners and Landscape Engineer George Kessler have been working on the plans. In the preliminary work the commissioners, to familiarize themselves with their duties, visited Boston, Baltimore, Washington, Brooklyn, New York, Buffalo, St. Louis and Chicago. From the park laws of these cities they culled the best points considering their application to Kansas City and in the report presented this afternoon they give the first comprehensive plan for securing public improvements of this kind. The report of the board is voluminous, treat-

ingly without departing the general symmetry of the whole plan.

TWO GRAND DRIVEWAYS.

The boulevard system outlined, which includes a driveway circling the entire city, is hereby described as follows:

The point of beginning will be at the corner of Ninth and Grove streets.

North on Grove to Sixth street.

Along Sixth to Irving street.

North on Irving street to Independence.

Thence east until it merges with the original plan for the Independence boulevard.

At the intersection of Gladstone avenue with Independence the boulevard will turn north on Gladstone to St. J. ha avenue.

Thence skirting along the summit of the bluffs northeast to Scarritt avenue.

East on Scarritt avenue to the city limits and Cleveland avenue.

North on Cleveland to the bluffs and thence east to Fairview.

Connecting with this boulevard is the East boulevard, which begins at the intersection of Independence and Wairowd avenues. From Independence avenue it will extend south on Wairowd through a nice residence district to Sixteenth street, thence west to Chestnut.

viduous, was, however, generally met by the association by the same language of a necessity for

needed for it. This bill, which has since been enacted into the present law by the legislature of 1892, is probably better suited to the immediate needs of our city than was the Craven law. It

locally, or perhaps it would be more just to say, the laws differ materially as to the result that under them are most readily and also

largely obtainable. The Craven law was less adapted to the providing and government of large

park lands, which now are obtainable only beyond the limits of our city. To a present park law, on the

other hand, it does itself meet readily and most advantageously to the internal improvement and beautifying of our city. It will be sufficient to as

sure here that its provisions are particularly effective in providing a just distribution of the cost of improvements and in spreading the payment of assessment

for improvements over a large area.

The forcible expression of our people at the polls, the repeated discussion upon the subject of park

in deliberative bodies, such as the Commercial club, the frequent appearance of articles in the daily press, urging the need of park improvement, all

since still efforts to secure a satisfactory park law and the very evident sentiment that pervades our community in favor of park improvement, a sentiment that is continuously and persistently asserting itself, leave no doubt that the majority of our peop-

