

TO BEAUTIFY THE CITY

PLANNING A SYSTEM OF PARKS.

The Unsightly West Bluff to Be Terraced and Transformed.

Pretty Little Squares in Thickly Settled Districts.

A Broad Chain of Boulevards Encircling the Whole City.

Not Only Will the People's Comfort Be Advanced and the City Advertisized, but Real Estate Values Will Rise and as a Business Investment the Money Spent Will Yield a Rich Return.

Within a few years Kansas City will have one of the most complete and beautiful systems of parks and boulevards of any city in the country. This of course presupposes the carrying out of the plans of the Board of Park and Boulevard Commissioners, and public sentiment seems now to be in accord with those plans and suggestions.

Kansas City is now a beautiful city. Nature has done much to make her so, and art has completed the task. But art is ever progressive. Its mission is to discover new ways of beautifying nature. In the abrupt hills and winding valleys upon whose slopes Kansas City stands enthroned the queen city of the Southwest, the landscape artist and the designers of parks and boulevards finds a field which inspires him with new ideas.

There are many charming parks and driveways within and just beyond the corporate limits of the city. There are just enough of these to awaken a desire for more, and the more will come if the plans of the Park and Boulevard Commissioners are carried out, and it seems now as if they would be fulfilled within the next few years. Then Kansas City will indeed sit upon her seven hills to rule the world in all that pertains to the aesthetic in municipal improvement.

The Benefit of Parks.

There is every reason why the construction of parks and boulevards should be accomplished. The advantages and results, aesthetic, material and sanitary, obtained from park improvement are many. Park and boulevard improvement will give to all

rival cities, all the results of modern progress and civilization.

Adequate Plans Proposed.

A right move in this direction was made when the Board of Park and Boulevard Commissioners was formed to investigate and report upon the city's need in this respect. The board has shown great wisdom and good judgment in its reports and recommendations, which show a comprehensive grasp of the general subject and a thorough understanding of the physical features and advantages of the city, and the best means of utilizing them for present and prospective needs. The plans of the board are thorough and are sufficient for all time and will make the work of future park boards simply the task of fulfillment. Then Kansas City will equal, if not surpass, any other city in the United States in the beauty of its park and boulevard system, and with its excellent climate it will become the most desirable residence city in the West.

Some of the Requisites.

Kansas City has at one and the same time an excellent and comprehensive park law, carefully prepared with reference to present conditions and needs, and a park board composed of men of rare business ability and experience, of broad and liberal views, and of untiring, unselfish devotion to the great work in hand. To carry these plans to successful conclusion but two other things are needed, the loyal support of every good citizen, and the hearty co-operation of the City Council. If the former is sincere and unbroken, the latter will not be wanting. Action in this matter must be prompt and continuous. There is no time to be lost. Every form of obstruction and opposition must be frowned down and removed by an overwhelming public sentiment.

In this one great line of needed public improvements regard for the city's welfare should be paramount to every private and selfish consideration. In the building of parks and boulevards for Kansas City politics and factional strife should be absolutely wanting, that the work may not be hindered or delayed, but may go steadily forward, no matter what may be the political complexion of the city administration.

Within the next five years results must be shown, and in ten years we will astonish the most sanguine by the amount of work in this direction which has been accomplished.

To Beautify the West Bluff.

Perhaps the most important improvement recommended by the park board, and the one which will be completed first, is the beautifying of the West bluffs overlooking the Union depot. This is to be known as West terrace. This locality is possessed of great natural beauty and can be made a most attractive spot. The property overlooking the Union depot, between the edge of the bluff and Freight street below, and between Seventh and Seventeenth streets, will be acquired by the city. The buildings will be removed, the slope laid out in terraces and drives and walks and planted with trees, flowers and vines.

Along the edge of the bluff, special lookouts projecting beyond the face of the bluff will be made where carriages may drive. On account of its high location the bluff commands a broad and sweeping view of rare beauty. Properly improved, these grounds, on the very summit of the bluff, will furnish to the West terrace that view of the country over a wide expanse of the city and of the surrounding country.

lichen and vines and densely wooded terraces and slopes, is more beautiful in its natural state than art could make it. A natural bench, immediately under the bluff, at the foot of a limestone cliff thirty feet high, follows the numerous indentations in the bluff and seems as if nature had intended it to be followed by a roadway. This will be made into a driveway and bridle road, which will be known as "The Cliff Drive." This drive will not have its equal in many cities. It will pass through a highly romantic region full of surprises and attractions. There is within this wild and secluded tract very little level ground, but there is abundant opportunity for charming walks and paths. The slopes of the wilderness are carpeted in spring time with countless violets, anemones, May apples and other wild flowers.

North terrace, with its great variety and diversity of scenery, high and smooth lands, magnificent views and cool breezes, with its charming "Cliff road," and skirted by the handsome Independence boulevard, will prove of inestimable value to the North Park district and the city generally. The locality selected is characteristic of our natural scenery, and as in the case of the West terrace, there will be secured by this improvement a pleasure ground of great practical value, natural scenery of a high order will be preserved and a decided benefit and advantage will be secured to the district in which the park is located.

A Slightly Localty.

The ridge high above the river has upon its summit a triangulation monument of the Missouri river commission, and is probably one of the highest, if not the highest point on the North side. From this ridge the views are grand and sweeping. It would be difficult to find a more sightly locality, and impossible to find one cooler in summer anywhere near the city. From this ridge a grand view is obtained of the northwestern section of Kansas City and of Wyandotte, and the meanderings and great bends of the Missouri river can be followed to the north and west for many miles, while to the east the river and the valley may be followed until they are lost below the horizon. The fine views obtained from this ridge alone seem to urge and justify its acquisition for public use.

Besides the West and the North Terrace parks a number of smaller parks have been planned by the board. These are mostly near the centers of population, and are intended to break the monotony of the long, broad boulevards which will grid-iron the city and connect all these parks. Parade park will comprise the vacant and wooded plat at Fifteenth and Woodland avenue, which is used as a circus and camp-meeting ground. Another park will include four blocks between Fifteenth and Sixteenth and Alexander and Chestnut streets. Three other small parks will be established. One to be known as North square will occupy a full block between Charlotte and Campbell and Third and Fourth streets. This is for the crowded region near the Missouri river. For the central section of the city High School square has been selected, occupying the entire square between Oak and Locust and Eleventh and Twelfth streets, excepting the Humboldt school grounds and the ground occupied by business houses that front Twelfth street. For the densely settled sections south of the region traversed by Eighteenth and Nineteenth streets, Holmes square has been selected, a city block bounded by Campbell, Holmes, Eighteenth and Nineteenth streets.

Penn Valley park will be one of the most picturesque spots in all the city when it has been transformed into a park of the park board. Below

handsome equipment on horse-back and a great attraction.

One-half block of Independence and Park avenue what will be Plaza."

This plaza and Woodland, which "Park" will be a very after the design of a cage. Lands will be acquired by the city, but it will serve as a playground between the entire part of the Parade park and boulevard system of words, the Paseo parkway, giving sections, east of city, a quick row parks.

In the improvement parks not much purely decorative the intention be wholesome recreation physical training or garden, with decoration should both for education its pleasing quality some place where full flowers, and abundance and grouping or display opportunity. The roadways will furnish abundant ponds, shrubs, trees, and the Parade and the found valuable demonstrations.

In the last report Park and Boulevard following:

"The object of two-fold: to provide and, by giving and a handsome to make the beautify them especially purposes, and the of such lands. have put the bow to the following

"First—The recreation This is necessary of maintenance able.

"Second—The all slightly local

"Third—The boulevards must factory and suit

"Fourth—The rural or artificial to permit proper lected.

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handsome equipages and ladies and gentlemen on horse-back, will prove a great resort and a great attraction.

Independence Plaza.

One-half block each on the north and south of Independence avenue, between Brooklyn and Park avenues, will be converted into what will be known as "Independence Plaza."

This plaza and the park at Fifteenth and Woodland, which will be known as "Parade Park," will be connected by a paseo, which will be a very wide boulevard, somewhat after the design of Drexel boulevard in Chicago. Lands will have to be condemned and acquired by the city to make this paseo possible, but it will amply repay a' outlay. It will serve as an avenue of quick connection between the Independence plaza and the entire park and boulevard system of the North side, and the Parade park and the entire park and boulevard system of the South side. In other words, the Paseo would become a central parkway, giving to the well-settled residence sections, east of the business quarter of the city, a quick route to the boulevards and parks.

In the improvement of boulevards and parks not much attention will be given to purely decorative and ornamental planting, the intention being to provide simple and wholesome recreation and opportunities of physical training. An ornamented parkway or garden, with a reasonable amount of floral decoration should be provided somewhere, both for educational reasons and because of its pleasing qualities. The city should have some place where everybody can see beautiful flowers, and flowers more or less rare in abundance and under conditions of artistic grouping or display. The Paseo offers this opportunity. The space between the two road-ways will be about 120 feet wide, and will furnish abundant space for flowers, lily ponds, shrubs, trees, walks and benches. The Parade and the Paseo will undoubtedly be found valuable at times of important public demonstrations.

The Plans Explained.

In the last report made by the Board of Park and Boulevard Commissioners is the following:

"The object of boulevard construction is two-fold: to provide agreeable drive-ways, and, by giving certain special advantages and a handsome appearance to such avenues, to make the abutting land and the lands near them especially sought after for residence purposes, and thereby to enhance the value of such lands. To meet these objects we have put the boulevard routes proposed by us to the following tests:

"First—The routes must offer good grades. This is necessary both in order to reduce cost of maintenance and to make driving agreeable.

"Second—They must be located in a naturally slight locality.

"Third—The lands that abut upon such boulevards must be of a character satisfactory and suitable for good residences.

"Fourth—There must be no extensive natural or artificial obstacles to remove in order to permit proper widening of the streets selected.

"The highest land is that best suited for the best class of residence property. From a study of the topography of this city, it is obvious that there are three principal localities where first-class residence sections can be maintained: namely, the West of the

city, will also be of granitoid, for reasons entirely similar to those already mentioned.

The Paving for Parks.

"The paving we propose to make of macadam. A park-way is a special construction intended for light driving, and, therefore, the paving should be of a character best suited to that purpose. No person at all familiar with horses, or that is fond of driving or riding, will deny that next to a good dirt road, a macadam street is most desirable. There has been much distrust of macadam roads in our city, and justly so. This distrust is principally due to the fact that the macadam roads built in this city and vicinity have not been maintained at all. After construction was completed, the streets were left to take care of themselves. Macadam is not more expensive to maintain than any other pavement, but there is a vast difference in the proper manner of maintenance. A macadam street requires continuous attention, but, if properly constructed in the first place, will always be in excellent repair. A street paved with wooden blocks, with brick or asphalt, can go for a long time without repair, growing of course worse and worse under such treatment, and finally requiring the replacing of the entire pavement at considerable expense. In other words, the cost of maintenance of macadam streets is a continuing one, whereas with other pavements it is periodical. Because macadam needs constant attention macadam streets in many large cities, if under the care of the city engineering department, are always in bad-repair, while in the same cities, macadam roads that are cared for by the park department are in excellent shape."

Boundaries of the System.

The boulevard system, as recommended by the Board of Park and Boulevard Commissioners, is as follows: Beginning at Woodland and Independence avenues, the Independence boulevard will extend east to Gladstone, thence north on Gladstone to St. John, make a curve from St. John to the east side of a ravine, will follow the edge of this ravine to Scarritt avenue, and east on Scarritt avenue to the city limits. This will connect with the beautiful North Terrace park.

From Independence and Gladstone avenues the boulevard will run east to South Walrond, south to the park at Fifteenth and Chestnut south on Chestnut to Tynony-third, east to Kansas avenue, south to Linwood avenue, west to Lydia avenue, south to Commonwealth avenue, west to Grand boulevard, the southern extension of Broadway, north to Penn Valley park, north on Penn street and Broadway to Fourteenth street. Another boulevard will connect the southern extremity of the West terrace with Parade park running west from Parade park on Seventeenth street. The Paseo will connect Parade park with the Independence avenue boulevard.

With the possible exception of the Paseo, there is no difficulty and but little expense to be expected in the execution of these plans. The cost of the Paseo also, as compared with the many and great advantages that would be secured from its construction, would be entirely within the bounds of reason. The boulevard system as proposed will practically encircle the city, will be easily accessible to all present or future residence sections, and will pass through lands admirably suited for the very best improvements. The system has everywhere the best obtainable grades, contains practically the best natural scenery

craze struck Kansas City with cyclonic force—a little more than a year ago. There had been wheels and wheelmen in the town long before that date, but it was not until the era of improved pavements that the sport gained a firm hold on the town. The Kansas City cyclists, a club which had been organized by a dozen wheelmen in the summer of 1891, began to grow strong and prosper. In the spring of '92 the club changed its quarters from a suite of small rooms in the Real Estate and Stock Exchange building for the present club-house at 1002 East Fifteenth street. This is a three-story house of modern design, with an asphalt pavement at the very door. It is well adapted for the purposes of the club. The first floor is devoted to parlor, reading rooms, card and billiard room. On the two upper floors are bed rooms and baths, and in the basement are a gymnasium and storage room for bicycles. The leasing, furnishing and opening of this club house, coupled with the improvement of the city pavements, made the family of cyclists a large and potent factor in the sporting circle. The club now numbers over eighty members, and is the largest and strongest in the State. A year ago the city could present no "racing man" worthy the title. Now it has a quartet of riders that can hold their own with most of the crack amateurs of the State. In 1893 the club held two successful racing meets. They are now fixtures in the bicycle world and are recognized as such by all wheelmen.

But the club has another fixed event. It is called the annual Waldo Park road race. It is given by the club every spring, and attracts the best riders from all over the West. A number of handsome prizes are given, and every contestant stands an equal chance, being handicapped according to his ability. Short runs are made on Tuesday and Thursday evenings, and longer ones on Sunday. The three racing men developed by the club in '93 are H. R. Warren, who during the meet at Fairmount park last September, wheeled a mile in 2:30, and by so doing captured the mile record for Southern Missouri; Charles Kindervalter, who won the time prize and broke the west of the Mississippi record, making 10 miles in 80 minutes and 31 seconds; and H. C. Wood, who has just finished his first year of racing. He won the novice and five-mile handicap at the State meet at Sedalia in July, and is a racing man of rare promise. He finished second to Johnson in the mile open event at Fairmount park last September, beating Bowler of Denver and Swendenman of Montana. At the beginning of the riding season of '93 the club held a successful century run to Paola, Kan., and return. It was won by Warren.

The officers of the club are J. P. Sidwell, president; A. T. Hillyard, vice president; E. P. Moriarty, secretary, and O. E. Lambert, treasurer. Road officers: H. R. Warren, captain; B. J. Ekins, lieutenant; O. E. Lambert, second lieutenant.

Quartered in the same house with the Kansas City cyclists is the organization known as the Jackson County Wheelmen. This club was organized early in 1893, and now has forty active members. It is a member of the League of American Wheelmen, and enjoys all the benefits and advantages of that organization. The officers are: J. P. A. Nelson, president; W. H. ...

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will be easily accessible to the residence
of P. A. Nelson, 1002 East Fifteenth street.
When

Gun club. There are thirty members in
organization, and it holds monthly meetings
at Bennett park.
The Stock Yards Gun club has twenty
members and is rapidly growing. C. W.
Baldwin is the president, and Wash-
ington park the scene of the monthly battle with
birds.
The twenty members of the Gate City
meet once every month at Bennett park.
One of the flourishing organizations of the
world of local sports is the Washington
Gun club. The eighteen active members
of this club meet at Washington park
the second Wednesday of each month. L. J.
is the president.
A number of sport-loving dentists spent
last month of the year in disposing of
preliminary work of organizing a gun club
of their own. The chances are more than
good that their efforts will be crowned with
success.
Many Bowlers in Town.
Things are always lively at the
bowling alleys of the city. At the
alley the thirty members of the Ka-
n. Bowling club meet every Friday
for medals. There are a number
of bowlers in the club, of which J. A.
field is president.
The semi-monthly rolls of the
are also decided at the Grand
tournament of the Electric
Builders' and Traders' Exchange,
also prominent fixtures.
August Hucke is the president
of the Kansas City Rifle and Bowling club,
quarters of this organization is in
more alleys.
At a conservative estimate there
are 300 really good bowlers in the city,
these about seventy-five are genuine
jacks at the game. The men who
the best score in 1893 are: John K.
Whiting, William Knox, the Pa-
pers, A. Mulligan, Tom Bell, Ed
Durkee, Dr. Dale and John H. M.

improved streets, and in
want the advantages of the
Once it was possible for the K
to sell real estate out on a co
day is past.
Although the real estate
the year have aggregated
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was one of the things that
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attract no attention whatever
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A revival of the business th
is confidently expected, and it
it will be permanent. The co
now exist are such as to giv
agement to real estate men a
have been holding property
hoping for better days.
Transfers of the
The principal real estate t
past year were as follows:
January 8, Burnham Derby C
Burnham, lots 6 to 8 and 28 to 3
8 West Kansas, No. 2.....
January 8, W. V. Leach to A
Wright, part lot 26, block 39, T
Co.'s addition.....
January 11, E. A. DeWitt to W. H
lots 6 and 6, Union place.....
January 12, Julia Mastin to Fran
lots 17, 22, 30 and 43; Oakley add
January 14, J. Brown to A. M. 1
10 acres in sec. 20, tp. 49, r. 33...
January 17, Meda F. Green to
Kenefick, lot 22, Ranson place...
January 27, M. J. Friedsam to O.
lot 85, Swopco's addition.....
January 28, P. S. Gidley to Willia
lot 118 Swopco's addition.....
February 11, Mary O'Brien to S.
Henry, property at nw. cor.
pendence and Oak.....
February 14, D. G. Blair to Ed. I
ritt, lots 94 and 95, Ross & S
addition.....
February 18, Emma B. Harper to
K. Nelson, lots 10 to 22 and 5
Hyde Park.....
February 21, Jacob Walter to E.
lot 31, E. Hampton's addition, a
S. block 1, Coge's addition.....
February 23, Boston Building co
to Charles L. T. Stedman, Bosto
ing 8th and Wyandotte sts.....
February 27, R. J. Wheeler to
Guild, lots 110 to 116, Whipple's
division.....
March 1, John W. Young to H.
Smith, miscellaneous property
March 2, James T. Bird to Lucy
lot 53, Swopco's addition.....
March 4, William Brendel to A.
Busch Brewing association, p
on Maid st near Missouri av.
March 4, A. W. Wright to Thom
ly, lots 7 and 8, block 3, Dundee
March 4, Thomas Reilly to A. W.
cor. 9th and Wyandotte.....
March 6, E. S. Young to A. A. V
lots 52, Swopco's addition.....
March 8, William B. Swopco to

WANAME PORT COUGH BAL

A Family Vegetable
remedy; with violent re-
covery applicable to the
Successfully used
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