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Reports of the officers of the Madison Park and Pleasure Drive Association for the year ending April 14, 1903 with report of the annual meeting and banquet held April 14, 1903.

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Madison Park and Pleasure Drive
Association

Madison, Wisconsin, 1903



THE YAHARA — TENNEY PARK

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MADISON, WIS.

Reports of the Officers

of the

**Madison Park and Pleasure Drive
Association**

For the Year Ending April 14, 1903

With Report of the

Annual Meeting and Banquet

Held April 14, 1903

MADISON, WIS.
COMMISSION
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CANTWELL PRESS
MADISON, WIS.



UCH INTEREST was excited in the work of the Madison Park and Pleasure Drive Association by the publication of its first illustrated report in 1902. The bene-

fit derived has encouraged the directors to show, in this report also, some of the visible work of the association.

As has been the custom, this report will be sent to all persons who have contributed during the past or the present season. The names of the contributors for the work of the current year do not appear in this report but will be published next year.

President's Report.

Made on behalf of the Board of Directors of the Madison Park and Pleasure Drive Association for the year 1902.

To the Members of the Madison Park and Pleasure Drive Association:

One year ago we celebrated, at our annual meeting, the tenth anniversary of the work of this association. The report then made was intended, in large part, to constitute a record of the work done up to the date of the report. The present report will, in the main, be a continuation merely of the last report.

As is well known, the work which this association is organized to do is sustained wholly by voluntary contributions. We have no other means of raising funds. The following is a summary of the amount contributed, in money, not including, however, the contributions for the present year.

Total Amount Contributed, Excluding 1903.

For the years 1892 and 1893.....	\$6,888 86
For the year 1894.....	655 00
For the year 1895.....	995 00
For the year 1896.....	1,580 00
For the year 1897.....	10,160 23
For the year 1898.....	2,171 32
For the year 1899, excluding gifts for Tenney Park..	\$3,231 50
Gifts for Tenney Park, exclusive of the \$1,500 appropriated by the city.....	5,778 00
	<hr/> 9,009 50
For the year 1900.....	5,313 20
For the year 1901.....	5,286 00
For the year 1902.....	5,409 00
Amount contributed by Prof. Owen in 1892, in addition to the above.....	3,000 00
Total, exclusive of 1903.....	<hr/> \$50,468 11

The above does not include any money appropriated toward constructing or maintaining Tenney Park, nor

any money paid to the association by other parties for work done by the association for such parties. Nor does this statement include any of the lands donated for drives and parks.

Interest Very General.

Nothing shows more plainly the general interest in the work of the association than the increased amount subscribed and the greater number who contribute from year to year.

Subscriptions for 1902.

69 subscriptions of \$25 each.....	\$1,725 00
2 subscriptions of \$20 each.....	40 00
13 subscriptions of \$15 each.....	195 00
1 subscription of \$13.....	13 00
117 subscriptions of \$10 each.....	1,170 00
370 subscriptions of \$5 each.....	1,850 00
68 subscriptions of \$3 each.....	204 00
1 subscription of \$2.50.....	2 50
17 subscriptions of \$2 each.....	34 00
4 subscriptions of \$1 each.....	4 00
<hr/> 662	<hr/> \$5,237 50

In addition to the above, there was a special subscription of \$171.50 for the improvement of a portion of the road along Lake Mendota, through Mendota Beach, thus making the total subscriptions for the work last year \$5,409.

Amount Subscribed to Date for 1903.

70 subscriptions of \$25 each.....	\$1,750 00
1 subscription of \$20.....	20 00
9 subscriptions of \$15 each.....	135 00
106 subscriptions of \$10 each.....	1,060 00
370 subscriptions of \$5 each.....	1,850 00
32 subscriptions of \$3 each.....	96 00
7 subscriptions of \$2 each.....	14 00
<hr/> 595	<hr/> \$4,925 00

The above does not include the subscriptions for the Yahara river improvement. These will be stated later.

Last year, at the time of our annual meeting, April 15, 1902, there was subscribed for the work the sum of \$5,161, and the number of subscriptions was 643. Today the subscriptions for the year's work amount to \$4,925, and the number of subscriptions is 595, a falling off in the amount subscribed of \$226, and in the number of subscriptions of 68. This falling off in the amount subscribed for maintaining and improving the drives does not indicate any lack of interest in the work of the association. It was impossible the present season to use the postal card system, for the reason that we were endeavoring to raise not less than \$15,000, in addition to our regular subscriptions, for the river improvement. This made it necessary to see personally each subscriber. Two sets of subscription papers were circulated, one for the general work of the association, and the other for the river improvement. People were in each case asked to subscribe, first, toward maintaining the drives, and then to give such sum as they could afford for the river improvement. In nearly all cases, parties very willingly renewed their subscriptions to the maintenance of the drives, but in some cases they insisted on giving their whole subscription to the river improvement. It has been impossible for those who solicited subscriptions to call personally upon all who have heretofore given to the work of this association. Persons not yet seen will be reached, either through correspondence or personal solicitation. Their subscriptions will undoubtedly bring the amount contributed the present year for maintaining the drives up to not less than \$5,000. The subscriptions already received for maintaining the drives this year exceed the amount contributed any other year, excepting 1902, by the sum of \$885. Furthermore, the contribution of D. K. Tenney, mentioned below, for the

construction of a foot bridge in Tenney Park, the present season, estimated at not less than \$300, will bring our subscriptions up to \$5,200, exclusive of those for the Yahara river.

Our constitution is now so framed that any person who contributes as much as \$5 per year has all the rights of full membership, including that of holding office, except on the one question of voting to amend or change the articles of incorporation or by-laws of the association. We are satisfied that this provision is a wise one. It has tended to broaden and make more democratic our work, and has made partners in it a much larger number of persons. But we need each year to keep up the number of the \$25 subscriptions. So far this has been the hardest thing to do, notwithstanding the list, as a whole, is by no means as liberal as the \$5 list.

Subscriptions Substantially all Paid.

Of the total amount of \$50,468.11 subscribed, as stated above, prior to January 1, 1903, all has been paid except \$245.75. Of this sum \$59.25 belong to the subscriptions of 1897; \$5 to those of 1898; \$31.50 to those of 1899; \$15 to those of 1900; \$33 to those of 1901; \$107 to those of 1902. That is, out of a subscription of \$5,409 for our work last year, made in 662 different subscriptions, 460 of which were \$5 each, or under, all has been paid except \$107, and we expect that at least one-half of this sum will yet be paid. The above shows a loss in collecting subscriptions, amounting to \$50,468.11, and extending over eleven years, of less than one-half of one per cent. It is to be remembered, in this connection, that while our association does business on a cash basis, as to disbursements, as to receipts we must necessarily proceed on a credit basis; that is, we rely wholly upon

the promises of men to pay. Our association, the same as any other creditor, must take the ordinary risks incident to failure in business and of the death of debtors leaving no estate with which to pay debts.

I deem it fitting and proper to repeat here what was said one year ago: "The above excellent and somewhat remarkable showing has only been reached through the careful, painstaking work of our treasurer, Frank W. Hoyt. He has been the treasurer of the association continuously since the organization in July, 1894. The esteem in which the work and management of this association is held by the public is due in no small degree to the excellent service rendered by Mr. Hoyt. His carefully prepared reports, showing every subscription made and every item of expenditure incurred, that have been printed for the last three (now four) years and sent to each subscriber, have, as much as any one thing, created and strengthened public confidence in the work of the association. The larger part of his work, that of collecting subscriptions, is at least not pleasant, but it would be much lightened and made much pleasanter, if each subscriber would pay promptly on receipt of notice, when there was no particular reason for not doing so."

Planting Trees and Shrubs.

There were planted, in the spring of 1902, 2,933 deciduous trees, 6,923 shrubs, 6 evergreens, and 620 vines, making a total of 10,482. Of the 2,933 deciduous trees planted, 1,326 were donated to the association. Of the 6,923 shrubs, 4,888 were collected in this vicinity, without cost to the association, except the labor of collecting. The total amount paid for the trees, shrubs and vines that were purchased, including freight and cartage, was \$285.87. By far the larger portion of this planting

was done along Farwell drive. The season was a most favorable one, and nearly everything planted not only lived, but had a vigorous growth.

The total planting for the year 1901 was 10,016 trees, vines and shrubs. Thus, the total planting for the two years amounts to 20,498. No money of the association is more wisely spent than that expended for planting.

Planting Planned for 1903.

There will not be so much planting the present season, as during 1901 or 1902. It will be about evenly divided between the two drives. The most of the planting on Farwell drive will be on Governor's island. All planting will be done according to plans furnished by Mr. O. C. Simonds, landscape architect.

Governor's Island for a Public Park.

One year ago it was stated that negotiations were pending between the State Board of Control and the directors of this association, which, it was then hoped, would end in securing the setting aside of Governor's island for a public park. It is gratifying to be able to announce that this is now an accomplished fact, and one of the most picturesque features of Lake Mendota will, after the present season, not be devoted to the raising of turnips and cabbages, but will be restored to the use for which it is naturally so admirably adapted, that of a public park or open space for quiet and healthful enjoyment.

Your directors first had a survey and map made of the island, at a cost of \$10. They then employed Mr. Simonds to prepare a plan for parking the island, at a cost of \$60. This plan and his accompanying report were submitted to the State Board of Control. The

plan was unanimously approved of by the board, and a resolution adopted that the island be set aside for park purposes, and improved according to Mr. Simonds' plan. Last fall this association constructed a dirt road around the island, as laid out by Mr. Simonds. By the agreement between the State Board of Control and this association, we are to meet the expense of constructing and maintaining the road around the island, and are to do all planting required between this road and the outer



UNIVERSITY
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edge of the island, while the state is to meet the expense of the planting on the central portion included within the roadway, and is to meet one-half the expense of constructing a proper roadway leading from the main land to the island, and this association the other half. The plan is to widen out this roadway at two points, so that teams can pass, and thus not disturb, more than absolutely necessary, the wooded growth now along either side of the road. When the planting is all done as planned, and the road to and around the island is covered with light macadam, or quarry screenings, and the road leading to Farwell point is treated in like manner, we shall have two termini, so to speak, of Farwell drive, one Governor's island, the other Farwell point, with a beautiful bay lying between, and constituting a public park of some 16 or 18 acres, of unusual interest and of unusual beauty. For this park, we are especially indebted to Judge William P. Lyon, president of the State Board of Control.

Tenney Park.

At the date of the last annual report there had been expended on Tenney Park, exclusive of any money appropriated by the city for maintenance, the sum of \$14,837.73. Of this amount the city had paid, including \$1,200 for filling streets, \$2,850, and the remainder, \$11,987.73, had been paid out of funds donated to this association. Of this latter amount \$4,177.57 had been paid out of the general funds of the association, and \$7,810.16 out of funds specially contributed for this park. During the present year the association has expended, on Tenney Park, \$670.65. Of this amount \$350 was contributed by the city, and the remainder of \$320.65 was paid out of the general funds of the association. Hence,

up to date, the association has paid out of its general funds, for Tenney Park, the sum of \$4,498.22. The park has cost up to date, aside from the \$700 appropriated by the city for maintenance, the sum of \$15,158.30. Money hereafter expended on this park should be charged up to maintenance, and the construction account should be closed, at this time, at the sum of \$15,158.30.

We feel that, from this time on, the city should bear the burden of maintaining this park, and that the funds of our association should be devoted to other purposes. At a recent meeting of the directors, it was voted to ask of the city for this year an appropriation of not less than \$500 for maintaining Tenney Park.

Samuel A. Nielson, Park Superintendent.

During the past two years Dr. Samuel A. Nielson has acted, under the appointment of the directors, as superintendent of Tenney Park. His services have been very helpful and very intelligently rendered. He is much interested in the park and has kindly consented to act in the same capacity for the present year.

An Additional Foot-bridge for Tenney Park.

We need another foot-bridge across the lagoon about opposite the seventh ward school grounds, so that the school children and others can enter from Johnson street the central and open portion of the park. Such a bridge would probably cost not less than \$300. A design for such a bridge has been prepared by Mr. Simonds, and Hon. D. K. Tenney has very generously offered to meet the expense of its construction. Such a bridge will add greatly to the usefulness and enjoyment of the park, especially by those attending the school. These school grounds were planted last year with trees and shrubs

according to a plan furnished by Mr. Simonds. This planting has been done in harmony with the planting in Tenney Park.

Resurfacing Farwell Drive.

The whole of that portion of Farwell drive that had been originally covered with stone, was resurfaced last year, except the portion between Mr. Ramsay's cottage and the place where the Jefferson ice house once stood. This work drew pretty heavily upon the funds of the association, and the last part of it ran the association somewhat in debt, so that we were compelled to borrow \$300. It was thought best, however, to do this work at a time when we could secure the stone and the cars. That portion from the ice house west was practically rebuilt, being covered with not less than three inches of crushed stone. The work was done late in the fall, but has been protected by keeping teams off during the winter, and the road is now in very good condition.

Permanent Work on Lake Mendota Drive.

There was constructed last year a good piece of macadam road, six inches in depth, between the north end of the bay road and the foot of the hill just to the west. This is a piece of road over which more or less heavy teaming must necessarily be done at all seasons of the year. Because of this fact, it was thought best to use not less than six inches of macadam.

The road west from Prof. Parkinson's cottage to the Mendota Beach plat was graded ready for macadam at an expense of about \$200.

Excellent Work by the School Children.

The school children did excellent work the past season, under the guidance of Mrs. W. D. McCue, in clean-

ing up and improving the different parts of the city. The city was divided by her into school districts, and each district subdivided, each subdivision having its own committee to look after the work of that particular section. A prize was offered to the school district that showed, during the season, the greatest progress. A committee was appointed by the directors of this association to award this prize, consisting of William H. Rogers, E. G. Updike, John Grinde, F. D. Reed and Jackson Reuter. This committee examined the different districts in the spring and again in the fall of the year, and awarded the prize to the Fourth ward school district, but commended highly the general work done by the other districts, especially the Seventh, Fifth and Third. They also called special attention to the fact that the children of all grades and classes, whether of the public or parochial schools, had contended with equal energy and directness in making the season of 1902 the banner one in this line of work. We trust that this same kind of work will be continued the present year.

An Employer for Each Drive.

The work of the association has reached a point where it is thought best by the directors to employ a man for each of the two drives whose special business it shall be to keep in shape the land which is under the control of the association, attend to repairing the roadway and cultivate and care for the trees, shrubs and vines that may be planted. This method was pursued last season with very satisfactory results.

Public Sentiment.

“Sentiment in favor of protecting that which is thrown open to the use and enjoyment of the public, is a plant

of slow growth. Its growth in connection with this association has been as steady and rapid as could have been expected. When we compare the present feeling with that of ten years ago, the change for the better is very marked. The large number who now contribute to the work is the best protection. Each member becomes in a sense a self-appointed policeman for the protection of the trees, shrubs and vines which, native or cultivated, grow along the drives and in the woods through which they pass. We hope each one who pays money for the support of this work will feel that he is authorized to prevent injury being done by any lawless or thoughtless act. Each contributor is a partner or part owner in the work. The work is his work. It is his contribution, freely given, that helps sustain it."

Protection of Wild Flowers.

"The more these drives and grounds through which they pass are used and frequented, the greater the need of care on the part of each. If they are to be a source of enjoyment to all, the only safe rule for each is to 'keep hands off.' We believe very little damage is now done to either the trees, shrubs or vines, whether native or cultivated. But we need to go farther. The wild flowers (white daisies excepted) should be protected by being let alone. Usually there is no impropriety in picking wild flowers. But this ought not to be done in a public park, or place set aside for the use of the public, the enjoyment of which may depend largely upon the existence of wild flowers. Take for example such wild flowers as the shooting star and lady-slipper. When Lake Mendota drive was first opened, some of the grounds through which the drive passes were thickly set with these flowers.

They have since been practically exterminated. Moreover, the association is now planting at various places different varieties of wild flowers, such as golden rod and the native asters, and we trust these will be no more interfered with than the syringa, spiræa, or other



THE HEDGE
LAKE MENDOTA DRIVE

cultivated shrubs or trees. I can best illustrate what I mean by an example. We are all familiar with the fine native hedge on Lake Mendota drive between lands owned by Mr. Raymer and Mr. Stevens. Many visitors have spoken of this as the most beautiful bit of scenery on the drives. Of late years there has come in on each side quite a quantity of fine varieties of golden rod.

Now suppose some one, desiring to decorate some house, or church, or hall, should, when this flower was nicely in bloom, pick the same clean on each side of the hedge. What is the result? He has lessened the beauty of this portion of the drive for the whole community. He could have secured the same flower in quantities in some unfrequented place and in no way have interfered with the enjoyment of any one."

Scattering Paper, Etc., Along the Drives.

"Nothing gives a public street, or drive, or park a more neglected and unkempt appearance than the scattering of newspapers and lunch boxes and other litter of that kind. It is our aim to so arrange these drives and parks as to have, at convenient and appropriate points, shady resting places. These naturally are selected by picnicking parties, who often disfigure the same by leaving behind newspapers, paper boxes, egg shells and other like litter. No other person will select such a spot as a resting place until such rubbish has been removed. The men working for the association pick up such litter when possible, but our drives are too extensive, and the men working for the association are too few and too busy to devote much time to such work. Nor should it be necessary. Here, again, our protection must come mainly from a proper public sentiment. The members of this association can directly and indirectly do much to remove the evil, if indeed they can not stop it completely. The only proper thing for any one who picnics on any of these grounds is to see that no rubbish or litter of any kind is left behind. It should be taken back to the home and there burned up."

Danger from Fires.

“The beauty of portions of our drives is due to the native woods through which they pass. Thus far fires have been started three different times in these woods. The last fire, had it not been that a larger force of men than usual was working near by, would have burned through the whole of the woods on Mr. Ramyer’s land south of the lake road, and probably through all of the woods to the west. It was in the spring of the year and there was a high wind and the woods were dry. Only by hard fighting on the part of the men was the fire confined to about an acre. Had this fire got beyond control and burned through the whole of these woods this portion of the drive—and it is the most beautiful portion, including as it does the Eagle Heights tract, the rustic bridge tract and the sumach drive—would have been largely ruined. It would have taken twenty years to repair the damage. These fires were probably set by some one carelessly throwing a burning match or lighted cigar among the dry leaves near the roadside. *Such a thing should never be done at a dry time, if indeed at any time.* The association can not very well police these grounds so as to protect them in case a fire is started. We have done this so far as possible. Our greatest protection is in the care and thoughtfulness of those who use the drives.”

The above, copied from the report of one year ago, is as true now as then, and the idea, there sought to be impressed, can not be repeated too often.”

The Yahara River Improvement.

There appeared in a paper read before this association, at its annual meeting, one year ago, on the subject

of "Our Association and Our City," the following: "One of the unique features of Madison and one possessing great possibilities for the beautifying of the city is the Yahara river. This river and its banks should be reclaimed for the people of this city. Tenney Park was a start in the right direction. Practically the whole of the northern shore of the river is still unimproved. Hence, there is no reason why there could not be secured a strip of land, say from four to six rods in width, along substantially the whole of this shore from one lake to the other, between any public street that may be platted and the river, for park purposes. Along the other shore from Lake Mendota to Williamson street, the strip of ground, after leaving Tenney Park, would be south of the public road, but from Williamson street to Lake Monona, such strip of ground could be secured directly adjoining the water's edge on each side of the river. The river should be cleaned and deepened, the dirt excavated being utilized for filling purposes; the railway bridges should be raised so as to permit of easy passage under them of steam launches from one lake to the other, and a lock constructed at the old mill dam. The new bridges constructed by the city over this river should be built after designs furnished by an artist in such work. It does not require much imagination to see what a revolution such an improvement would work in our city."

The improvement here suggested will soon be an accomplished fact. Its far reaching importance to this city will be considered by Senator Vilas. We shall here merely make a record of the steps thus far taken.

On January 9, 1903, there met at the home of Senator William F. Vilas, by invitation, some thirty citizens of Madison, for the purpose of exchanging views as to the

proposed improvement. After the subject had been canvassed very fully, a motion was adopted, with but one dissenting vote, favoring the improvement. Then followed a general discussion in the city press. On January 25, at a meeting of the directors, all being present except Ralph C. Vernon, a motion, introduced by Mr. Tenney, was unanimously adopted, favoring the proposed improvement, upon certain conditions named, one being that not less than \$15,000 be raised for use during the present season, and that certain land along the river be acquired for park purposes by donation. At this meeting a committee was appointed to secure such land, consisting of William R. Bagley and Carl J. Hausmann of the directors, and George Soelch, Grant Thomas, Henry Fauerbach, C. F. Cooley and Leonard W. Gay. A committee was also appointed to confer with the presidents of the railway companies as to the elevation of their tracks, consisting of Judge E. W. Keyes, William R. Bagley, Prof. W. D. Taylor and John M. Olin.

On January 29, this committee met by appointment at Chicago the officials of these two railway companies, who assured the committee that these companies would heartily co-operate with the citizens of Madison in the proposed improvement. This committee, at this meeting, submitted to the railway officials a copy of the bill that it was proposed to have introduced in the legislature requiring the city of Madison and the railway companies to elevate all bridges spanning the river so as to give not less than eight feet free space between the water, at its ordinary stage, and the bridge above.

The favorable reception that was given this committee by the railway officials was undoubtedly due, in part at least, to the fact that, during the week prior to the meet-

ing, Senator Vilas had personally seen Marvin Hughitt, president of the Northwestern road, and fully explained to him the proposed improvement and what would be asked of the railway companies.

On February 6, the resolution adopted by the directors on January 25 was laid before a special meeting of the common council, as well as a copy of the proposed bill. After the matter was fully explained to the council, resolutions were adopted favoring the improvement and the passage of the proposed bill. This bill was introduced in the Senate by Senator Miller, who had been consulted as to its provisions, heartily approved of the same, and rendered efficient service in securing its passage, as did also our local member of the Assembly, M. S. Dudgeon. Much credit is also due to Grant Thomas, who carefully looked after this bill from the time it was introduced to the time it became a law on March 28, as chapter 30, of the laws of 1903. This law, by its terms, does not go into effect until there should be filed in the office of the Secretary of State, a certificate, signed by the Governor, certifying that there had been filed in his office a statement, under oath, by the president of this association, showing to the satisfaction of the Governor that there had been subscribed by the citizens of Madison and others a sum of not less than \$15,000 for the proposed improvement. There was filed this day in the Governor's office a statement under oath by your president that there had been subscribed for this work, not only the sum of \$15,000, but the sum of \$20,614.60. But the railway companies did not wait for the filing of this affidavit as a condition precedent to their doing the work required of them by the law. As early as March 24, a letter was received from A. J. Earling, president of the St. Paul company, stating that his road would

begin work on the bridge on the Madison and Watertown division at once, and on the bridge on the Portage line as soon as plans could be prepared by the engineers of the two roads, and that this would be done within the next thirty days. There has been the same hearty cooperation on the part of the Northwestern road. The expense to the two roads of the changes required can



UNIVERSITY DRIVE

not be much, if any, less than \$25,000, and this association wishes to place on record its appreciation of the very courteous and generous treatment it has received from both of these railway companies.

These subscriptions for the improvement of the river and the connecting of the lakes, together with the sum of \$4,925 subscribed for the regular work of maintaining the drives, make \$25,324 subscribed the present season,

which, added to the \$50,468.11 subscribed during the previous eleven years of our work, makes in all the sum of \$75,792.11. Add to this Mr. Tenney's subscription of \$300 for the bridge in Tenney Park, and the subscriptions in work by the teamsters, worth at regular prices the sum of \$215.60, and we have a total of \$76,307.60 subscribed for our work up to date, not including a conditional subscription of \$750 by Mr. Riley. The subscriptions for the special improvement are classified as follows:

Yahara River Improvement Subscriptions.

6 subscriptions of \$1,000 each.....	\$6,000
2 subscriptions of \$500 each.....	1,000
1 subscription of \$475.....	475
3 subscriptions of \$300 each.....	900
5 subscriptions of \$250 each.....	1,250
4 subscriptions of \$200 each.....	800
1 subscription of \$150.....	150
26 subscriptions of \$100 each.....	2,600
1 subscription of \$90.....	90
1 subscription of \$75.....	75
1 subscription of \$70.....	70
27 subscriptions of \$50 each.....	1,350
3 subscriptions of \$40 each.....	120
115 subscriptions of \$25 each.....	2,875
14 subscriptions of \$20 each.....	280
45 subscriptions of \$15 each.....	675
122 subscriptions of \$10 each.....	1,220
1 subscription of \$7.....	7
1 subscription of \$6.....	6
97 subscriptions of \$5 each.....	485
4 subscriptions of \$3 each.....	12
2 subscriptions of \$2.50 each.....	5
2 subscriptions of \$2 each.....	4
482	<hr/> \$20,399

All of the foregoing subscriptions are cash subscriptions, excepting two of \$100 each paid in crushed stone

at the regular prices. There are also 56 subscriptions by the teamsters of the city, who have very generously agreed in writing to donate the drawing from the quarries of two loads of crushed stone each, which, at the regular price of \$3.85 per load delivered at the old mill dam, makes the sum of \$215.60. This added to the above, makes a total of \$20,614.60 for this improvement.

In addition to the above subscriptions for improving the river, there is a subscription of \$750, made on condition that the city of Madison, before the close of 1904, constructs a steel or cement bridge across the river on East Johnson street. Such a bridge must be constructed in the near future to accommodate the property beyond. If built within the time named, this association will have at its disposal this additional sum of \$750, to apply to the completion of the proposed improvement. We shall need all the money subscribed.

The raising by voluntary contributions of \$25,539.60 in one year for maintaining our drives and improving the river and connecting the two lakes, means a good deal to a city of 20,000 population, especially in view of the many other good causes which our people have aided in like manner. This money comes from all parts of the city and from all classes who are able to contribute, and has been cheerfully given. Such contributions for the public good, in addition to the regular taxes paid, makes one feel proud of the city in which he lives, and there is nothing more healthful to a community than a proper civic pride. We wish here especially to call attention to the large number of small contributions, both for the drive work and for the river improvement, as showing the general interest taken in the work of the association and the liberality on the part of citizens of moderate means.

The labor of securing these subscriptions is not especially pleasant, has been very great the present season, and has necessarily fallen upon a few. This year the burden of the work was assumed by Grant Thomas. The association owes him a debt of gratitude for the excellent service he has rendered. He has received valuable assistance from George W. Levis, Harry H. Hobbins, James M. Sexton, John A. Aylward, Harry Purcell and John Corscot, and among the University contributors by Charles Slichter, L. S. Smith and Paul S. Reinsch.

Donations of Land Along the River.

The contributions we have received this year do not consist wholly of money. It was considered of vital importance to the proposed improvement that control should be obtained of the shores of the Yahara river, on each side, from one lake to the other. On the north-easterly side of the river there are, as yet, no buildings, except the malt house of the Hausmann Brewing Company and the buildings connected therewith. Commencing at a point 75 feet east of the fence surrounding these buildings, and extending east along the river to the right of way of the Chicago & Northwestern Railway tracks, a distance of about 1,650 feet, the Hausmann Brewing Company has agreed, in writing, to convey a strip of land 100 feet in width for park purposes, the association agreeing, however, to dedicate the north 33 feet of said strip for street purposes, the Hausmann company further agreeing to dedicate an additional 33 feet for street purposes, thus making 133 feet in width for the street and park strip. After a macadam street is constructed, there would be left not less than 85 feet between the macadam street and the edge of the river for park purposes.

The city owns the land between the railway right of way and East Washington avenue, and at the last meeting of the council, held April 10, a resolution was unanimously adopted by the council setting aside for street and park purposes a strip of ground of the same width as that agreed to be conveyed by the Hausmann Brewing Company. If the Hausmann Brewing Company should some day remove the malt house and the buildings connected therewith, and plat this property for residence purposes, then this proposed street would be extended through to the Westport road, and we should have a beautiful street, 66 feet in width, extending from the Westport road through to East Washington avenue, with a park strip between it and the river; and, upon the construction of a new bridge over the river on Johnson street, this strip would be connected directly with Tenney Park at two points, and would in fact be a part thereof.

Between East Washington avenue and Main street Mr. Cooley owns the land on the northeast shore of the river. He has agreed to convey for park purposes a strip next the river 50 feet in width, besides contributing \$250 for the improvement. Between Main street and Clymer street, a short block, the land is owned by Mr. Voss. We have not, as yet, been able to negotiate any agreement with him. Between Clymer street and Williamson street, being block 1 in Monona subdivision, contracts have been secured for a park strip 50 feet in width, with the exception of one lot owned by Mr. Hopkins. It is hoped we shall be able yet to agree with Mr. Voss and Mr. Hopkins. If, however, no reasonable agreement can be made with these parties, then certainly it will be the duty of the city to proceed to condemn a strip of land 50 feet in width on the southerly end of

the property owned by them for park purposes so that the ownership and control of the bank of the river may be complete.

Between Williamson street and Lake Monona, the property is owned on the northeasterly side by Clark and Thomas. They have agreed, in writing, to convey to the association for park purposes a strip of land adjoining the river 50 feet in width. This strip extends to the dock line established by the city, which is some 400 feet east of Rutledge street.

Thus the association has, provided the contemplated improvements are made, secured the whole of the northeasterly shore of the river for park purposes between Lakes Mendota and Monona to be held in trust for the city, with the exception of a strip extending from the mill dam to the present fence inclosing the buildings owned by the Hausmann Brewing Company, and excepting the property owned by Mr. Voss and Mr. Hopkins.

On the southwesterly shore of the river the association already owns Tenney Park, extending from Lake Mendota to East Johnson street. Between East Johnson and Dayton streets, the only property now owned by the city is Water street. This street does not seem to be, at this point, more than about 40 feet in width, provided that the survey made by the city engineer establishes the correct line of the southwesterly side of the street. There ought to be secured at this point, being block 221, some additional land adjoining Water street. With this end in view, an option has been obtained for the purchase of lot 9 and also for the purchase of 50 feet off from lot 10, in this block. If this land is purchased, there would be at this point a width of about 100 feet owned by the city for street and park purposes. In the next two blocks, being 222 and 223,

owned by the Fuller & Johnson Manufacturing Company, it will be difficult to secure much, if any, additional land, though it is hoped that some 20 or 25 feet may be obtained off from the northeasterly side of block 222. Between East Washington avenue and Williamson street, the land on the southwesterly side of the river is not, as yet, built upon. This portion of Water street is now about 55 feet wide. Bridge street extends diagonally from East Washington avenue across three blocks to Water street. This is platted as a 66-foot street. We fail to see what useful purpose this street now serves. The suggestion has been made that this street should be vacated, on condition that the owners of the property now adjoining Water street, between East Washington avenue and Williamson street, will convey to the city, or to this association in trust for the city, a strip of land, equal in width to Bridge street, off from the northeasterly portion of such lands. We strongly recommend that this street be vacated on the above condition. Such an arrangement would make a width of something over 100 feet for street and park purposes along the southwesterly side of Water street between Washington avenue and Williamson street.

From Williamson street to Lake Monona, the land on the southwesterly side of the river is owned, through the first block, by the Fauerbach Brewing Company, and the other two blocks are owned by George Soelch. The land owned by the Fauerbach Company is only 120 feet wide. On this strip, adjoining Williamson street and next the water's edge, the Fauerbach Company constructed a few years ago a building at a cost of about \$3,000. They propose to remove this building and to convey to the association, or to the city, for street and park purposes, a strip of ground next the river

forty feet in width, and in case the course of the river remains unchanged, an additional piece of ground of considerable size for park purposes, the association to agree on its part to make certain improvements upon the adjoining property. Between the Fauerbach property and the lake, we secure from Mr. George Soelch a strip of land for park purposes fifty feet in width.

From the foregoing it will be seen that either the city, or this association in trust for the city, will, upon the completion of this improvement, have the ownership and control of practically all of the shore on either side of the river between the two lakes. This will be of very great value both to the city and to the owners of the adjoining property. It will secure to the public, for all time, free and uninterrupted use and enjoyment of this river and its banks, and will protect all owners against the construction or maintenance of anything offensive.

Lock to Be Constructed at Mill Dam.

By the terms of the subscription contract, a portion of the money is to be used to construct a lock at the outlet of Lake Mendota. It has been determined to build this lock 12 feet wide and 60 feet long, so as to permit of the passage, not only of the largest launches, but of small steamers, such as the Columbia, now on Lake Mendota. The plans and specifications are now being prepared, and it is expected that the contract for doing the work will be let soon.

Dredging and Deepening the River.

The river is to be dredged and deepened so as to furnish a depth of water, from five to six feet if possible,

throughout its central portion, of about fifty feet in width, and the material will be used to fill the land along the river banks that has been acquired for park purposes.

Death of Hon. Willett S. Main.

This association, as well as the people of the city and of the state, sustained a great loss in the sudden and unexpected death of Hon. Willett S. Main on the 5th day of July, 1902.

Mr. Main became a member of the board of directors on April 15, 1899, and served continuously in that office until his death, a period of over five years. No man ever served the association more faithfully, nor with better judgment or discretion. Always prompt at every meeting, and ready to do any duty assigned him, genial and courteous in his treatment of other members of the board, yet firm in his decision of what he considered for the best interests of the association, Mr. Main rendered invaluable services to the association, and his loss has been deeply felt by the other members of the board of directors.

Ralph C. Vernon Retires from the Board.

It is to be much regretted that Ralph C. Vernon, who was elected one year ago as a member of the board, has been compelled, by reason of ill health, to retire by declining a re-election. It was the strong desire of all the other members of the board that Mr. Vernon should continue as a member, but he feels under the circumstances that it would be unwise for him to do so. Mr. Vernon's services for the association are not measured by the time he was in office as director. From the commencement of the work of this association, he has

actively aided, especially in securing subscriptions. It was through his efforts that the subscriptions one year ago reached the highest point for the general work of the association. Whether on the board, or off, Mr. Vernon will continue to serve the association when possible to do so.

Expenses of Banquet, How Met.

The expenses incident to the banquet held one year ago were met wholly by special contributions for that purpose. Not a cent of the funds of the association were so used, not even for postage. Nor will any of the funds of the association be used to meet the expenses of the present banquet.

It has always been the policy of this association to keep expenses down to a minimum. No money has been paid for clerical services. The officers have worked without compensation, or the thought of any, and in this connection I wish to say that the people of this city are much indebted to our faithful and efficient treasurer, who without charge has, for nine years, collected all of the funds of the association and done all of the book-keeping necessary to an accurate accounting of the same.

No money of the association has ever been paid to meet the personal expenses of any of its officers while engaged in the work of the association, though some of the directors must have made as many as a dozen trips to Chicago in the interest solely of the association.

Publication of Annual Reports.

In commemoration of the completion of the tenth year of the work of the association, and for the purpose of bringing before the public some of its visible results,

the directors decided last year to add to the usual published reports the report of the annual meeting and the addresses at the banquet held in connection therewith, and to add a few halftone illustrations showing the work completed. The cost of this publication was \$224.30. Of this amount the association paid \$100, and the remaining \$124.30 was paid by special subscriptions for that purpose. No money expended by the association has brought better returns. Moreover, such a publication is an excellent advertisement for the city. It advertises without seeming to do so, and this is the most efficient method of advertising. The advertising comes as a mere incident, as a result of work done. Many letters have been received during the year from persons who received copies of this report, commending the work of this association in the highest terms.

Respectfully submitted,

JOHN M. OLIN,

President.

April 14, 1903.



PICNIC POINT

Treasurer's Report.

To the Members of the Madison Park and Pleasure Drive Association:

GENTLEMEN,—The financial transactions of the Association for the past year have been as follows:

Receipts.

1902.			
April 15.	To balance from last annual report.....	\$ 37 35	
	To cash from the city of Madison.....	350 00	
	To cash for damages.....	5 00	
	To cash received for work from Regents of University	\$ 61 98	
	Philip Fox.....	25 23	
	B. J. Stevens.....	239 50	
			326 71
	To cash for screenings sold Stevens, Raymer and Olin	6 75	
	To cash for lumber sold Philip Fox.....	7 22	
	To cash for timber sold Alex. Gill.....	12 00	
	To cash borrowed from bank	300 00	
	To subscriptions for 1899:		
	Wm. Swenson.....	\$10 00	
	C. C. Udell.....	1 50	
	John Holloway.....	5 00	
			16 50
	To subscriptions for 1900:		
	Wm. Swenson.....	\$5 00	
	Fred Eastman.....	1 00	
			6 00
	To subscriptions for 1901:		
	C. A. Harper.....	\$5 00	
	R. H. Jacobs.....	3 00	
	J. F. A. Pyre.....	5 00	
	Mr. Fisher.....	3 00	
	H. L. Potter.....	5 00	
			21 00

To Subscriptions for 1902.

William R. Bagley.....	\$25 00	A. O. Fox.....	\$25 00
T. E. Brittingham.....	25 00	A. D. & J. V. Frederickson..	25 00
Brown & Nevin.....	25 00	W. J. Gamm.....	25 00
Frank G. & Fred M. Brown.	25 00	F. S. Giddings.....	25 00
Romanzo Bunn.....	25 00	W. A. Henry.....	25 00
George B. Burrows.....	25 00	A. H. Hollister.....	25 00
H. L. Butler.....	25 00	Frank W. Hoyt.....	25 00
C. F. Cooley.....	25 00	I. P. Ketchum.....	25 00
L. M. Fay.....	25 00	Alexander Kornhauser.....	25 00

F. W. Oakley.....	\$25 00	T. A. Coleman.....	\$10 00
Edward T. Owen.....	25 00	Geo. C. Comstock.....	10 00
Petrie, Elliott & Herrington	25 00	J. E. Dodge.....	10 00
F. F. & A. E. Proudfit.....	25 00	Bertrand H. Doyon.....	10 00
George Raymer.....	25 00	D. B. Frankenburg.....	10 00
A. L. Sanborn.....	25 00	Thos. H. Gill.....	10 00
John C. Spooner.....	25 00	W. W. Gill.....	10 00
Halle Steensland.....	25 00	Groves-Barnes Music Co.....	10 00
B. J. Stevens.....	25 00	E. C. Hammersley.....	10 00
William F. Vilas.....	25 00	J. W. Hobbins.....	10 00
W. S. Main.....	25 00	The Hub.....	10 00
D. K. Tenney.....	25 00	Madison Saddlery Co.....	10 00
L. S. Hanks.....	25 00	T. C. McCarthy.....	10 00
John M. Olin.....	25 00	F. T. McConnell.....	10 00
Charles N. Brown.....	25 00	H. B. McGowan.....	10 00
Carl J. Hausmann.....	25 00	Mrs. Arthur C. Mills.....	10 00
Frank M. Wootton.....	25 00	J. C. Monaghan.....	10 00
Madison Gas & Electric Co..	25 00	W. A. P. Morris.....	10 00
Samuel Higham.....	25 00	Samuel A. Nielson.....	10 00
Magnus Swenson.....	25 00	J. H. Palmer.....	10 00
Kappa Sigma Fraternity.....	25 00	J. B. Parkinson.....	10 00
Klueter Bros.....	25 00	D. C. Poole.....	10 00
Burr W. Jones.....	25 00	A. K. Reindahl.....	10 00
Conklin & Sons.....	25 00	M. S. Rowley.....	10 00
E. G. Updike.....	25 00	Fred M. Schlimgen.....	10 00
Mrs. John A. Johnson.....	25 00	Chas. Slichter.....	10 00
Edward M. Fuller.....	25 00	Mary L. Smith.....	10 00
S. H. Marshall.....	25 00	E. B. Steensland.....	10 00
Harry B. Hobbins.....	25 00	Sumner & Morris.....	10 00
E. F. Paunack.....	25 00	Sam T. Swansen.....	10 00
R. M. Bashford.....	25 00	R. G. Thwaites.....	10 00
Fauerbach Brewing Co.....	25 00	W. A. Tracy.....	10 00
Joseph Kayser.....	25 00	J. W. Vance.....	10 00
W. D. Curtis.....	25 00	Frank Verberkmoes.....	10 00
Alford Bros.....	25 00	G. H. Wells.....	10 00
M. J. Cantwell.....	25 00	F. D. Winkley.....	10 00
Teckemeyer & Menges.....	25 00	Philip R. Fox.....	15 00
David Stephens.....	25 00	King & Walker Co.....	10 00
C. A. & Hobart Johnson.....	25 00	J. H. Findorf.....	10 00
Olson & Veerhusen.....	25 00	G. C. Kollock.....	10 00
T. C. Richmond.....	25 00	John Corscot.....	10 00
Wayne Ramsay.....	25 00	Wm. S. Marshall.....	10 00
E. W. Keyes.....	25 00	M. S. Klauber.....	10 00
B. B. Clarke.....	25 00	E. A. Birge.....	10 00
M. E. Fuller.....	25 00	Burdick, Pecher, Murray Co.	10 00
N. B. Van Slyke.....	25 00	E. J. Hart.....	10 00
Philip Fox.....	25 00	Julius Zehnter.....	10 00
F. W. Allis.....	25 00	J. B. Cassoday.....	10 00
P. L. Spooner.....	25 00	A. H. Kayser.....	10 00
A. A. Dye.....	20 00	Robert M. LaFollette.....	10 00
O. D. Brandenburg.....	15 00	Julius Zehnter Co.....	10 00
Edwin E. Bryant.....	15 00	J. A. Swenson.....	10 00
Ralph C. Vernon.....	15 00	Charles N. Gregory.....	10 00
F. A. Aeverbeck.....	10 00	Frederick J. Turner.....	10 00
Chas. V. Bardeen.....	10 00	T. W. Riley.....	10 00
S. A. Brant.....	10 00	Edward Fess Co.....	10 00
C. E. Buell.....	10 00	J. C. Harper.....	10 00
D. B. Collins.....	10 00	Louis R. Head.....	15 00
J. H. Carpenter.....	10 00	John A. Aylward.....	10 00

N. O. Starks.....	\$10 00	Maligus Boehmer.....	\$5 00
S. J. Fryette.....	15 00	John H. Bowman.....	5 00
F. H. Edsall.....	10 00	Joseph M. Boyd.....	5 00
George Burdick.....	10 00	I. S. Bradley.....	5 00
Grinde & Schmedeman.....	10 00	Charles E. Bross.....	5 00
M. C. Clarke.....	10 00	E. A. Brown.....	5 00
J. L. Carswell.....	5 00	Andrew A. Bruce.....	5 00
E. W. Eddy.....	10 00	Storm Bull.....	5 00
Piper Bros.....	10 00	C. F. Burgess.....	5 00
Thos. Morgan.....	10 00	E. F. Burmeister.....	5 00
G. L. Storer.....	10 00	W. B. Cairns.....	5 00
Chas. E. Milward.....	10 00	Henry Casson.....	5 00
George Heilman.....	10 00	C. C. Chittenden.....	5 00
Kentzler Bros.....	15 00	W. L. Carlyle.....	5 00
Chas. Elver.....	10 00	J. Morgan Clements.....	5 00
Breckheimer Brewing Co....	10 00	Victor Coffin.....	5 00
W. H. Huppeler.....	10 00	F. J. Collman.....	5 00
Purcell Bros.....	10 00	Frederick Conover.....	5 00
Samuel Chase.....	5 00	Jacob Cook.....	5 00
Rho Chapter of Psi Upsilon..	17 50	E. R. Curtiss.....	5 00
H. Grove's Sons.....	10 00	Wm. A. Devine.....	5 00
Geo. P. Miller.....	10 00	H. B. Dodd.....	5 00
Simon Bros.....	10 00	Anthony Donovan.....	5 00
Edward Biederstadt.....	10 00	C. E. Doyle.....	5 00
O'Brien & Scanlon & Powers	10 00	R. B. Dudgeon.....	5 00
L. E. Stevens.....	10 00	John M. Dunn.....	5 00
Clarke Gapen.....	10 00	J. C. Elsom.....	5 00
H. A. Gilbert.....	10 00	E. F. Ester.....	5 00
Leslie & Burwell.....	10 00	E. H. Farrington.....	5 00
Jonas Bros.....	10 00	W. F. Ferguson.....	5 00
J. M. Naughtin.....	10 00	Chas. D. Ficks.....	5 00
Wm. P. Lyon.....	10 00	Paul Findlay.....	5 00
N. S. Gilson.....	10 00	Fischer & Niemann.....	5 00
Geo. Curtis, Jr.....	10 00	Raymond R. Frazier.....	5 00
Mautz Bros.....	10 00	James Gallagher.....	5 00
J. B. Johnson.....	10 00	E. S. Goff.....	5 00
George Keenan.....	10 00	John J. Grimm.....	5 00
F. W. Paunack.....	10 00	F. W. Hall.....	5 00
P. Buntman.....	10 00	Stanley C. Hanks.....	5 00
G. E. Tripp.....	10 00	L. M. Hanks.....	5 00
State Journal Printing Co..	15 00	P. F. Harloff.....	5 00
Frank W. Jacobs.....	15 00	The Harnan.....	5 00
George Soelch.....	10 00	John B. Heim.....	5 00
H. L. Averill.....	10 00	W. D. Hiestand.....	5 00
H. B. Mills.....	10 00	Wm. H. Hobbs.....	5 00
W. T. McConnell & Son.....	10 00	A. R. Hohlfeld.....	5 00
W. C. Abaly.....	10 00	F. G. Hubbard.....	5 00
V. E. Peck.....	10 00	F. A. Hutchins.....	5 00
Leonard S. Smith.....	10 00	S. M. Jacobs.....	5 00
Robert G. Siebecker.....	1 00	Fred W. Arthur.....	5 00
Mrs. F. H. Allis.....	15 00	Russell Jackson.....	5 00
E. L. Potter.....	15 00	Joseph Jastrow.....	5 00
L. W. Gay.....	15 00	Geo. H. Joachim.....	5 00
Leslie H. Adams.....	5 00	Albin Johnson.....	5 00
Allen R. Ames.....	5 00	F. W. Kehl.....	5 00
S. M. Babcock.....	5 00	Clarence Kellogg.....	5 00
Henry Beemer.....	5 00	Alexander Kerr.....	5 00
W. P. Blankenheim.....	5 00	Frank Kessenich.....	5 00
A. C. Blackburn.....	5 00	H. G. Kleinfelter.....	5 00

P. B. Knox.....	\$5 00	A. T. Webb.....	\$5 00
Geo. Kraft.....	5 00	Amos Parker Wilder.....	5 00
A. G. Laird.....	5 00	Edward Williams.....	5 00
A. R. Law.....	5 00	F. W. Woll.....	5 00
Chr. Lawrence.....	5 00	Frank B. Wynne.....	5 00
H. T. Lerdall.....	5 00	A. G. Zimmerman.....	5 00
H. M. Lewis.....	5 00	W. D. Parker.....	5 00
F. A. Lyman.....	5 00	A. Haswell.....	5 00
J. A. Mack.....	5 00	W. D. Fitch.....	5 00
J. P. Mallett.....	5 00	John T. King.....	5 00
E. C. Mason.....	5 00	A. S. Flint.....	5 00
D. D. Mayne.....	5 00	F. W. Curtiss.....	5 00
Anton Meiz.....	5 00	Chas. I. King.....	5 00
B. H. Meyer.....	5 00	M. L. Nelson.....	5 00
A. S. Mitchell.....	5 00	N. D. Baker.....	5 00
John Montgomery.....	5 00	M. V. O'Shea.....	5 00
Murphy & Kroncke.....	5 00	W. A. Oppel.....	5 00
Geo. W. Neckerman.....	5 00	James Casserly.....	5 00
O. S. Norsman.....	5 00	C. F. Cronk.....	5 00
H. C. Netherwood.....	5 00	J. F. Gill.....	5 00
F. A. Ogden.....	5 00	J. O. Gordon.....	5 00
Julius E. Olson.....	5 00	Chas. R. Riebsam.....	5 00
Will A. Oppel.....	5 00	Mrs. S. U. Pinney.....	5 00
Harlow S. Ott.....	5 00	J. D. Downing.....	5 00
Wm. Owens.....	5 00	Stephen C. Baas.....	5 00
C. M. Palmer.....	5 00	Grant Thomas.....	5 00
Marshall M. Parkinson.....	5 00	H. H. Rateliff.....	5 00
B. M. Parsons.....	5 00	James A. Jackson.....	5 00
W. G. Pitman.....	5 00	Frank A. Gilmore.....	5 00
Geo. T. Rayne.....	5 00	Christian Dick.....	5 00
Dressen & Rhodes.....	5 00	Alfred Vivian.....	5 00
Charles G. Riley.....	5 00	A. M. Frish.....	5 00
H. R. Ritter.....	5 00	W. W. Warner.....	5 00
Wm. Roesch.....	5 00	Blind & Huegel.....	5 00
S. P. Rundell.....	5 00	J. E. Doyle.....	5 00
Henry Scheler.....	5 00	H. L. Moseley.....	5 00
Richard Schmitt, Mgr.....	5 00	Olsen & Jacobsen.....	5 00
Charles S. Sheldon.....	5 00	W. W. Daniells.....	5 00
Henry T. Sheldon.....	5 00	E. F. Riley.....	5 00
J. J. Silbernagel.....	5 00	F. E. Turneaur.....	5 00
M. S. Slaughter.....	5 00	H. P. Allen.....	5 00
Edward H. Smith.....	5 00	John Sharp.....	5 00
Howard L. Smith.....	5 00	L. Kahlenberg.....	5 00
Rufus B. Smith.....	5 00	W. C. Noe.....	5 00
Walter M. Smith.....	5 00	Frank Schoen.....	5 00
S. E. Sparling.....	5 00	Fred Kaestner.....	5 00
Matt Statz.....	5 00	Ernest N. Warner.....	5 00
Stephenson & Studeman.....	5 00	Matt R. Cronin.....	5 00
E. Ray Stevens.....	5 00	John T. Gething.....	5 00
John G. Stock.....	5 00	W. J. Petherick.....	5 00
Edwin Sumner.....	5 00	Sexton & O'Neill.....	5 00
Thos. Taber.....	5 00	A. T. Torgeson.....	5 00
C. H. Tenney.....	5 00	Nissen P. Stenjem.....	5 00
C. K. Tenney.....	5 00	P. E. Sherlock.....	5 00
M. W. Terwilliger.....	5 00	Thos. Olson.....	5 00
John M. Thorp.....	5 00	A. W. Dibble.....	5 00
A. W. Tressler.....	5 00	E. A. Frederickson.....	5 00
The Warder, Bushnell & Glessner Co.....	5 00	F. J. Bell.....	5 00
		Paul S. Reinsch.....	5 00

Oakey & Morgan.....	\$5 00	Sullivan & Heim.....	\$5 00
Edwin F. Gibbs.....	5 00	A. W. Gaston.....	5 00
J. P. Halbach.....	5 00	C. Hansen.....	5 00
E. H. Drews.....	5 00	C. H. Bernhard.....	5 00
H. E. Purcell.....	5 00	Samuel Oakey.....	5 00
H. E. Winters.....	5 00	Matthew Knudson.....	5 00
Esser & Dowling.....	5 00	Geo. C. Sayle.....	5 00
Blied & Schneider.....	5 00	Jacob Oelmiller.....	5 00
G. J. Corscot.....	5 00	F. J. Pecher.....	5 00
G. E. & A. J. Gill.....	5 00	R. H. McKay.....	5 00
Claude & Starck.....	5 00	Geo. Deininger.....	5 00
F. C. Blied & Co.....	5 00	Aug. Haak.....	5 00
M. S. Dudgeon.....	5 00	Young & Havens.....	5 00
Fred Rentschler.....	5 00	John H. Krings.....	5 00
H. B. Lathrop.....	5 00	Nick E. Weber.....	5 00
F. D. Reed.....	5 00	Soehle Bros.....	5 00
R. W. Hurd.....	5 00	J. H. Behrend.....	5 00
Ralph W. Jackman.....	5 00	I. Thuringer & Co.....	5 00
John D. Hayes.....	5 00	Genevieve Mills.....	5 00
C. H. Hines.....	5 00	Charles L. Harper.....	5 00
F. Huels.....	5 00	John M. Nelson.....	5 00
P. C. Scherer.....	5 00	Niels P. Haugen.....	5 00
Matson & Klein.....	5 00	H. Erickson.....	5 00
J. H. Hutchinson.....	5 00	Alfred Rogers.....	5 00
Nick Quinn.....	5 00	C. C. Bennett.....	5 00
D. L. Davidson.....	5 00	E. E. Heath.....	5 00
C. F. Ford.....	5 00	J. J. Power.....	5 00
Chas. Wehrmann.....	5 00	H. W. Johnson.....	5 00
A. & B. Olson.....	5 00	N. Raphael.....	5 00
Taylor & Gleason.....	5 00	C. Frautschi.....	5 00
J. P. Breitenbach.....	5 00	John Dohm.....	5 00
W. G. Schumacher.....	5 00	L. C. Schulz.....	5 00
Quammen, Danielson & Mueller.....	5 00	Geo. Albright.....	5 00
Ferdinand Jostin.....	5 00	Albert Lacher.....	5 00
C. A. Mayers.....	5 00	Albert Deike.....	5 00
H. & L. Nolden.....	5 00	John B. Drives.....	5 00
Frank Smith.....	5 00	Julius Schlotthauer.....	5 00
Geo. A. Kemmer.....	5 00	W. Haak, Jr.....	5 00
W. Z. Mendelson.....	5 00	Marcus Ford.....	5 00
John Paltz.....	5 00	John Hess.....	5 00
Otto Scheler.....	5 00	Hubert Schmitz.....	5 00
M. H. Atwood.....	5 00	G. P. Kingsley.....	5 00
John D. Purcell.....	5 00	Geo. F. Halvorson.....	5 00
H. L. Yeager.....	5 00	Jas. Gibson.....	5 00
Hoeveler & Barckhan.....	5 00	G. E. Gernon.....	5 00
J. C. Schmitt.....	5 00	G. W. Levis.....	5 00
Niels Johnson.....	5 00	Theo. Herfurth & Son.....	5 00
The Mueller Co., H. Tous- saint, Mgr.....	5 00	W. E. Main.....	5 00
F. T. McMurran.....	5 00	The Madisonian.....	5 00
Geo. Sutter.....	5 00	Thos. Ruddy.....	5 00
Chas. H. Naffz.....	5 00	Edward Norton.....	5 00
Andrew A. Mayers.....	5 00	Capital City Creamery Co....	5 00
O. M. Nelson.....	5 00	Patrick Lynch.....	5 00
F. F. Bowman.....	5 00	John Ripp.....	5 00
C. A. Harper.....	5 00	Electrical Supply Co.....	5 00
L. S. Brown.....	5 00	S. L. Sheldon.....	5 00
Allan D. Conover.....	5 00	M. A. McCommars.....	5 00
		Matthew Lacrosse.....	5 00
		Thomas Hagan.....	5 00

Lyons & Daubner.....	\$5 00	A. P. Felton.....	\$3 00
Gallagher Tent & Awning Co.....	5 00	Taylor Bros.....	3 00
Louis Haak.....	5 00	J. J. Buellesbach.....	3 00
The Kirch Land Co.....	5 00	A. Kleinheinz.....	3 00
L. B. Gilbert.....	5 00	Theodore Gunkel.....	3 00
Joseph Sutter.....	5 00	John C. Prien.....	3 00
H. Borchsenius.....	5 00	Thos. F. Prendergast.....	3 00
C. M. Colladay.....	5 00	E. S. Smith.....	3 00
T. W. Evans.....	5 00	W. J. Hyland.....	3 00
Barney Minch.....	5 00	Wm. F. Sieler.....	3 00
Julius Pfister.....	5 00	Michael Diedrich.....	3 00
John Ollis.....	5 00	John Malec.....	3 00
J. C. Fehlandt.....	5 00	Carl Karstens.....	3 00
J. C. Schubert.....	5 00	Charles Waltzinger.....	3 00
Godfried Moery.....	5 00	C. F. Rinder.....	3 00
B. Kleinheinz.....	5 00	C. D. Woodstock.....	3 00
W. A. Smith.....	5 00	R. B. Bird.....	2 00
Theo. E. Wiedenbeck.....	5 00	Carl Thomas.....	1 00
Dan'l Trainor.....	5 00	A. L. Van Deusen.....	1 00
W. H. Hintzen.....	5 00	C. C. Kane.....	2 00
George M. Pierce.....	5 00	Peter Burger.....	2 00
Michael Buenzli.....	5 00	F. E. Currier.....	2 00
U. W. Co-op., H. A. Smythe, Manager.....	5 00	E. O. Seiler.....	2 00
G. G. Glasier.....	5 00	H. M. Hardgrove.....	2 00
Martin Schoyen.....	5 00	H. W. Chynoweth.....	25 00
Henry C. Baker.....	3 00	H. L. Russell.....	5 00
Richard Fischer.....	3 00	Jackson Reuter.....	5 00
W. D. Frost.....	3 00	Lewis W. Parks.....	2 00
Fred T. Kelly.....	3 00	Eugene Eighmy.....	5 00
W. B. Ladd.....	3 00	J. T. W. Jennings.....	10 00
John G. D. Mack.....	3 00	Storm Bull.....	75
H. H. Noble.....	3 00	Bird, Rogers & Elver.....	25 00
George Sullivan.....	3 00	Henry Schulkamp.....	10 00
B. V. Swenson.....	3 00	Halver Nelson.....	5 00
Thos. S. Tormey.....	3 00	Martin Payton.....	5 00
J. E. Messerschmidt.....	3 00	Charles Foster Smith.....	5 00
Leslie Burd.....	3 00	Augustus Trowbridge.....	5 00
Henry Lewis.....	3 00	D. C. Jackson.....	5 00
Chas. J. Wald.....	3 00	A. W. Richter.....	5 00
A. E. Austin Co.....	3 00	Kroncke Bros.....	5 00
J. Lorch.....	3 00	W. D. McCue.....	5 00
J. C. Proctor.....	3 00	Chas. H. Hudson.....	5 00
Fred Hanson.....	3 00	H. W. Veerhusen.....	5 00
Stephen W. Gilman.....	3 00	Bernard Voss.....	3 00
Chas. W. Fess.....	3 00	H. W. Quintmeyer.....	5 00
William Trainor.....	3 00	F. J. Lamb.....	5 00
Frank Hinrichs.....	3 00	C. F. Lamb.....	5 00
Angus P. Udell.....	3 00	John Greig.....	5 00
H. A. Miner.....	3 00	John Schulkamp.....	5 00
R. R. Kropf.....	3 00	J. H. Snell.....	5 00
Jos. H. Blied.....	3 00	Carl Fish.....	3 00
R. C. Nicodemus.....	3 00	E. R. Maurer.....	3 00
M. J. Gay.....	3 00	H. W. Hillyer.....	3 00
J. A. Buckmaster.....	3 00	Geo. B. Merrick.....	3 00
Carl Boelsing.....	3 00	A. C. Tilton.....	3 00
J. B. Baker.....	3 00	L. W. Dowling.....	2 00
H. H. Brown.....	3 00	R. E. Neil Dodge.....	5 00
		G. C. Fiske.....	2 00
		Grant Showerman.....	2 00

C. A. Curtis.....	\$2 00	Democrat Printing Co.....	\$2 50
O. B. Zimmerman.....	2 00	C. S. Westover.....	2 00
S. M. Herfurth.....	2 00	C. F. Cronk.....	20 00
B. Frankenfield.....	2 00	N. D. Baker.....	10 00
Chi Psi Fraternity.....	13 00	Ernest N. Warner.....	5 00
Wm. H. Froelich.....	5 00	Mautz Bros.....	5 00
J. W. Curran.....	3 00	W. B. Hawley.....	5 00
Cudahy Brothers Co.....	10 00	W. B. Cairns.....	5 00
Wm. Helm.....	3 00	S. H. Chase.....	5 00
F. A. Parker.....	5 00	Harry Moseley.....	2 50
J. M. Parkinson.....	3 00	David Stephens.....	25 00
G. W. Welsh.....	5 00	L. D. Sumner.....	5 00
B. B. Bigler.....	5 00	Frank W. Hoyt.....	5 00
Louis M. Hobbins.....	10 00	Helen Palmer.....	3 00
Nicholas Keeley.....	5 00	A. H. Hollister.....	5 00
Simon Beattie.....	3 00	V. E. Coffin.....	3 50
George A. Lougee.....	5 00	A. O. Fox.....	7 50
Albert Maw.....	2 00	Henry H. Morgan.....	10 00
Wm. H. Lansing.....	3 00	M. J. Welshe.....	3 00
B. E. Smiley.....	3 00	Paunack Bros.....	5 00
G. E. Post.....	3 00	W. F. Giese.....	5 00
N. W. Ellefson.....	3 00	Peter A. Gunkel.....	5 00
L. E. Smith.....	3 00	Wm. Stehr.....	5 00
C. H. Allyn.....	2 00	A. Jensen.....	1 00
John Hammacher.....	5 00	C. H. Smith.....	10 00
Henry Hauk.....	5 00	M. W. Keeley.....	5 00
F. W. Suhr.....	5 00	I. A. Ridgway.....	5 00
Robt. Slightam.....	1 00	R. W. Hering.....	5 00
Fred C. Harbort.....	2 00	John Fay.....	5 00
Askew Bros.....	10 00	Theo. Schoyen.....	5 00
B. J. Castle.....	2 50	Rho Chapter of Psi Upsilon.....	2 50
Edward Wald.....	2 00	H. C. Adams.....	15 00
Gottlieb Maisch.....	3 00	Theo. F. Ballering.....	5 00
L. Lenzer.....	5 00		
John P. Woodard.....	10 00	Total.....	\$5,329 75
Raymer & Ketchum.....	37 50		

Disbursements.

1902.		
April 16.	Bank of Wisconsin, in payment of note and interest to O. S. Kelly Co. for steam roller, voucher No. 549	\$529 73
April 17.	William Mahoney, two days' work planting trees, voucher No. 550.....	3 50
April 25.	Geo. Koch, 11½ day.' work planting trees, voucher No. 551.....	20 13
"	Miller-Parkinson Lumber Co., lumber and shingles for tool shed, voucher No. 552.....	27 17
"	M. J. Cantwell, for envelopes and letter heads, voucher No. 553.....	12 50
"	A. H. Kayser, lumber for tool shed, voucher No. 554	6 62
April 26.	Syvert Aasen, for faithfulness in work for 1901, voucher No. 555.....	25 00
"	Claus Clausen, for faithfulness in work for 1901, voucher No. 556.....	15 00
"	Tom Anderson, work planting trees, voucher No. 557	34 68
April 28.	Louis Flesram, work on drives, voucher No. 558.....	76 75
"	Mike Conlin, work on drives, voucher No. 559.....	54 60

April 28.	J. T. Johnson, work on drives, voucher No. 560.....	\$14 00
"	Ole Lothe, work on drives, voucher No. 561.....	27 65
"	Claus Clausen, work on drives, voucher No. 562.....	19 80
"	Ole Nelson, work on drives, voucher No. 563.....	14 00
"	William Houghteling, work on drives, voucher No. 564.....	26 57
"	Thomas Clausen, work on drives, voucher No. 565...	24 68
"	Andrew Olson, work on drives, voucher No. 566.....	28 55
"	Severt Aasen, work on drives, voucher No. 567.....	73 20
"	Patrick Griffin, work on drives, voucher No. 568.....	30 63
May 2.	Kaiser Bros., for Tenney Park, voucher No. 569.....	5 50
May 8.	J. F. Tierney, on act. work, voucher No. 570.....	15 00
"	C. N. Brown, for expenses of procuring trees, voucher No. 571.....	76 44
"	C. N. Brown, for R. Douglas' Sons bill for trees, voucher No. 572.....	3 25
May 9.	Claus Clausen, 1 month's pay, work in Tenney Park, voucher No. 573.....	45 00
May 12.	Ole Nelson, for work planting trees under Severt Aasen, voucher No. 574.....	9 98
May 13.	Ole Nelson, for work planting trees under John Kelly, voucher No. 575.....	10 85
"	John Tierney, balance due for 9 days 9 hours' work planting trees, voucher No. 576.....	2 32
"	William Hogan, 4 days' work planting trees, voucher No. 577.....	7 18
"	Geo. Koch, 2 days' work, voucher No. 579.....	3 25
"	John Johnson, use of single horse, planting trees, voucher No. 580.....	15 00
"	John Kelly, work planting trees, voucher No. 581...	54 50
May 14.	Louis Flesram, 12 loads mulching shrubs or trees, voucher No. 582.....	9 00
"	Louis Flesram, for filling roadway for Tenney Park, voucher No. 583.....	16 83
May 15.	Charles N. Brown, for Ellwanger & Barry, voucher No. 584.....	33 95
May 16.	A. D. & J. V. Frederickson, for lumber and stakes, voucher No. 585.....	3 89
May 21.	Ole Lothe, for 19 days 6 hours' work, Tenney Park, voucher No. 586.....	34 30
"	A. D. & J. V. Frederickson, for posts for Tenney Park, voucher No. 587.....	1 76
May 22.	John Kelly, for work on drives, voucher No. 588.....	7 50
May 23.	A. F. Frendberg and W. R. Adams, surveying and making map of Governor's island, voucher No. 589	10 00
May 27.	Irving H. Brown, work delivering annual report, voucher No. 590.....	6 00
May 29.	A. H. Schubert, for weighing screenings, voucher No. 591.....	60
May 31.	Charles N. Brown, for money paid by him to M. J. Cantwell for printing annual report for 1902, voucher No. 592.....	100 00
"	Charles N. Brown, for amount paid for trees for association, spring of 1902, voucher No. 593.....	237 12
June 2.	M. P. Conway, for 11 loads mulching for trees for Farwell Drive, voucher No. 594.....	11 00
"	Miller-Parkinson Lumber Co., for lumber, voucher No. 595.....	8 70
"	A. Herrling, for work on drives, voucher No. 596....	2 80

June 2.	William Crane, for work on drives, voucher No. 597.	\$ 7 00
"	Ed. Maloney, for work on drives, voucher No. 598...	14 00
"	Steven Maloney, for work on drives, voucher No. 599	14 00
"	John Lederer, for work on drives, voucher No. 600..	14 00
"	William Houghteling, for work on drives, voucher No. 601.....	32 51
"	John Halligan, for work on drives, voucher No. 602.	10 50
"	Louis Flesram, for work on drives, voucher No. 604.	94 50
"	Severt Aasen, for work on drives, voucher No. 605...	55 00
"	Mike Conlin, for work on drives, voucher No. 606...	84 35
"	Andrew Olsen, for work on drives, voucher No. 607.	42 08
"	G. Marks, for work on drives, voucher No. 608	14 00
"	Wm. Schultz, for work on drives, voucher No. 609..	4 00
"	Patrick Griffin, for work on drives, voucher No. 610.	33 16
"	Arthur Johnson, for work for association, voucher No. 611.....	2 67
June 3.	A. H. Kayser, for lumber, voucher No. 612.....	6 66
June 4.	Claus Clausen, for 1 month's work in Tenney Park ending June 5, 1902, voucher No. 613.....	45 00
June 5.	O. C. Simonds, for 2 days' services, fall 1901, plans for planting trees, Farwell drive, voucher No. 614.	100 00
June 11.	Thomas Clausen, for work on drive and in Tenney Park, voucher No. 615.....	53 44
June 12.	O. C. Simonds, for 1 day's services on Governor's island and preparing map for same, voucher No. 616.....	60 00
June 13.	M. P. Conway, for 8 loads manure for mulching, voucher No. 617.....	8 00
June 16.	Edward F. Paunack, for crushed stone, quarry screenings and quarry slag, voucher No. 618.....	207 90
"	McCormick Harvesting Machine Co., for horse mower for Tenney Park, voucher No. 619.....	30 00
June 30.	Severt Aasen, 20 days 9 hours' work, voucher No. 620	41 80
"	Wm. Houghteling, for 19 days 4 hours' work, voucher No. 621.....	32 01
"	Ed. Maloney, for 1 day's work, man and team, voucher No. 622.....	3 50
"	Mike Conlin, for 16 days 6 hours' work, man and team, voucher No. 623.....	58 10
"	Andrew Olson, 15 days 4 hours' work, voucher No. 624.....	25 41
"	Louis Flesram, 20 days 4 hours' work, man and team, voucher No. 625	71 40
July 2.	Thomas Clausen, 17 days 8 hours' work on drives, voucher No. 626.....	28 48
"	A. H. Kayser, for lumber and posts, voucher No. 627	7 22
"	Warder, Bushnell & Glessner Co., for mower sections and repairing mower, voucher No. 628.....	6 70
July 3.	John Kelly, for trimming trees and preparing chute for platform, voucher No. 629.....	6 25
"	A. D. & J. V. Frederickson, for 50 stakes, voucher No. 630.....	1 25
July 5.	Patrick Griffin, for 14 days 4 hours' work, voucher No. 631.....	25 20
July 7.	Democrat Printing Co., for printing circulars and postal cards, as per bill rendered, voucher No. 632.	28 25
"	Claus Clausen, 1 month's work in Tenney Park, voucher No. 633.....	45 00
July 10.	Blid & Schneider, for tools, voucher No. 634	2 63

July 11.	Doyan & Rayne Lumber Co., for lumber and posts, voucher No. 635.....	\$22 94
"	Kroneke Bros., for tools, voucher No. 636.....	13 55
"	Sumner & Morris, for tools, voucher No. 637.....	9 49
"	Stephenson & Studeman, for tools, voucher No. 638.....	4 35
July 14.	The Pollard-Taber Co., for paint and brush, voucher No. 639.....	1 05
July 18.	Henry Johnson, for digging and shipping forget-me-nots for Tenney Park, voucher No. 640.....	2 35
"	American Express Co., 10 baskets forget-me-nots, voucher No. 641.....	2 70
July 22.	H. Brickson, for boat for Tenney Park, voucher No. 642.....	12 00
"	S. I. Brickson, for use of boat for Tenney Park, voucher No. 643.....	4 50
July 23.	F. C. Blied, printing receipts, voucher No. 644.....	3 75
"	Kentzler Bros., use of Democrat wagon planting trees, 5 weeks, voucher No. 645.....	10 00
July 24.	American Express Co., balance of express on 10 packages forget-me-nots, voucher No. 646.....	45
"	Anton Metz, repairing pump, voucher No. 647.....	1 50
July 25.	City of Madison, drawing dirt for Tenney Park, voucher No. 648.....	21 00
July 29.	John M. Olin, for postage and money expended as per voucher on file, voucher No. 649.....	39 60
Aug. 1.	W. T. McConnell & Son, for grass seed for Tenney Park, voucher No. 650.....	5 00
Aug. 2.	Andrew Olson, for 22 days' work, up to July 31, 1902, voucher No. 651.....	36 30
"	Wm. Houghteling, 11 days 5 hours' work, voucher No. 652.....	18 98
"	Mike Conlin, 23 days 7 hours' work, man and team, voucher No. 653.....	82 95
"	Louis Flesram, 24 days 3 hours' work, man and team, voucher No. 654.....	85 05
"	Severt Aasen, 25 days 6 hours' work, voucher No. 655.....	51 20
"	Taylor & Gleason, printing, voucher No. 656.....	6 70
Aug. 4.	Gallagher Tent & Awning Co., curtain for steam roller, voucher No. 657.....	16 00
"	Patrick Griffin, 22 days 9 hours' work, voucher No. 658.....	40 08
"	Claus Clausen, 1 month's work in Tenney Park, voucher No. 659.....	45 00
Aug. 9.	Frank Lemon, work, man and team, Farwell drive, voucher No. 661.....	28 00
"	H. Statz, 12 days 3 hours' work, man and team, voucher No. 662.....	43 05
"	Joseph Mahoney, 2 days 9 hours' work, man and team, voucher No. 663.....	10 15
"	John Kelly, 12 days 5 hours' work, at \$2.25 per day, voucher No. 664.....	28 12
"	David Isom, 5 days' work, man and team, voucher No. 665.....	1 75
Aug. 13.	Engelbert Statz, 4 days 3 hours' work, man and team, voucher No. 666.....	15 05
Aug. 18.	Thomas Clausen, 32 days 3 hours' work, voucher No. 667.....	51 68
Aug. 25.	Mautz Bros., painting signs for Tenney Park, voucher No. 668.....	2 50

Aug. 25.	H. G. Beale, for work on drives as per bill rendered, voucher No. 669.....	\$ 2 50
Aug. 26.	C., M. & St. P. Ry. Co., freight on 18 carloads stone and screenings for Farwell drive, voucher No. 670.	54 00
"	Edward F. Paunack, for 203 yards crushed stone, at 60c, \$121.80; 260 $\frac{3}{4}$ yards screenings, at 45c, \$117.27, voucher No. 671.....	239 07
"	O. C. Simonds, one day's service as landscape gardener, voucher No. 672.....	50 00
Aug. 27.	King & Walker Co., making covering for steam roller, voucher No. 673.....	32 21
"	King & Walker Co., machine and blacksmith work, voucher No. 674.....	3 06
Sept. 2.	Mike Conlin, Jr., for work on drives to August 31, 1902, voucher No. 675.....	15 38
"	Lewis Halverson, for work on drives to August 31, 1902, voucher No. 676.....	88 20
"	Mike Conlin, work on drives to August 31, 1902, voucher No. 677.....	93 10
"	Andrew Olson, work on drives to August 31, 1902, voucher No. 678.....	33 00
"	Severt Aasen, work on drives to August 31, 1902, voucher No. 679.....	55 80
"	Wm. Houghteling, work on drives to August 31, voucher No. 680.....	39 93
"	Patrick Griffin, work on drives to August 31, 1902, voucher No. 681.....	45 50
"	Thomas Conlin, work of boy and horse and 4 hours for man and team, voucher No. 682.....	7 80
Sept. 4.	Miller-Parkinson Lumber Co., lumber for bridge, Lake Mendota Drive, voucher No. 683.....	23 47
Sept. 5.	Claus Clausen, for 1 month's work in Tenney Park to Sept. 5, 1902, voucher No. 684.....	45 00
Sept. 6.	John McDonald, 2 days' work of horse and boy, voucher No. 685.....	3 00
Sept. 10.	Nicholas Quinn, use of wheel scraper 5 days, voucher No. 686.....	1 25
Sept. 19.	Ira D. Lounsbury, 2 weeks' use of cottage for men, voucher No. 687.....	10 00
"	William Keyes, use of wheel scraper 16 days, voucher No. 688.....	4 00
Sept. 23.	Frank Lemon, work of man and team, voucher No. 689.....	43 40
Sept. 26.	J. M. Dunn, Agt., freight on 2 car loads screenings, voucher No. 690.....	6 00
"	Edward F. Paunack, 2 car loads screenings, voucher No. 691.....	26 55
Sept. 27.	Thos. Meehan & Sons, for 500 Virginia creepers, voucher No. 692.....	10 00
Oct. 1.	W. Harbort, mowing grass in Tenney Park and use of horse, voucher No. 693.....	6 00
Oct. 3.	Groves-Barnes Music Co., for box and hinges for tools, voucher No. 694.....	2 25
"	Newbury & Peper, oil and waste for steam roller, voucher No. 695.....	2 65
"	Claus Clausen, 1 month's work in Tenney Park ending Oct. 5, 1902, voucher No. 696.....	45 00
"	Patrick Griffin, work on drives to Oct. 1, 1902, voucher No. 697.....	41 65

Oct.	3.	Severt Aasen, work on drives to Oct. 1, 1902, voucher No. 698.....	\$46 20
"		Andrew Hierling, work on drives to Oct. 1, 1902, voucher No. 699.....	4 00
"		Wm. Houghteling, work on drives to Oct. 1, 1902, voucher No. 700.....	34 65
"		Severt Aasen, to make wages \$2.25 per day to date, voucher No. 701.....	40 00
"		Louis Fliesram, work on drives to Oct. 1, 1902, voucher No. 702.....	78 75
"		Andrew Olson, work on drives to Oct. 1, 1902, voucher No. 703.....	35 48
"		Mike Conlin, work on drives to Oct. 1, 1902, voucher No. 704.....	81 90
Oct.	4.	P. & M. Lyons, repairing tools, voucher No. 705.....	9 45
"		Thomas Clausen, work on drives up to and including Oct. 4, 1902, voucher No. 706.....	46 88
Oct.	21.	Coffin's Box and Lumber Co., for 2,000 tree protectors, voucher No. 707.....	14 00
Oct.	23.	Frank Lemon, 2 days' work on drives, man and team, voucher No. 708.....	7 00
Oct.	30.	Frederick Herring, freight and drayage on 2,000 wood wrappers, voucher No. 709.....	2 83
Nov.	1.	Severt Aasen, 21 days 2 hours' work on drives, voucher No. 710.....	47 70
"		Louis Fliesram, 24 days' work, man and team on drives, voucher No. 711.....	84 00
"		Mike Conlin, 15 days' work, man and team, on drives, voucher No. 712.....	52 50
"		Andrew Olson, 18 days 6 hours' work on drives, voucher No. 713.....	30 69
"		Wm. Houghteling, 19 days 6 hours' work on drives, voucher No. 714.....	32 34
"		Thomas Clausen, 18 days' work on drives, voucher No. 715.....	28 80
"		Claus Clausen, 1 month's work ending Nov. 5, 1902, voucher No. 716.....	45 00
Nov.	3.	Patrick Griffin, 24 days 2 hours' work on drives, voucher No. 717.....	42 35
Nov.	5.	Saul Kasdin, 16 bags for wild flowers, voucher No. 718.....	90
"		W. T. McConnell & Son, grass seed for Tenney Park, voucher No. 719.....	2 25
Nov.	12.	Doyon & Rayne Lumber Co., for lumber, voucher No. 720.....	1 10
Nov.	22.	Thomas Clausen, 1 day 1 hour's work on drives, voucher No. 721.....	11 36
"		Thomas Clausen, for faithfulness in work during season 1902, voucher No. 722.....	15 00
Dec.	1.	Andrew Olson, part payment on wages due, voucher No. 723.....	15 00
Dec.	3.	Albert Heirling, voucher No. 724.....	35 00
"		Wm. Houghteling, 14 days 2 hours' work, voucher No. 725.....	23 43
Dec.	5.	Wm. Houghteling, balance due for work for season 1902, voucher No. 726.....	15 00
Dec.	6.	Claus Clausen, 1 month's work in Tenney Park, voucher No. 727.....	45 00

Dec. 6.	Patrick Griffin, 25 days 3 hours' work @ \$1.75, voucher No. 728.....	\$44 28
"	Wm. Heirling, 6 days' work, man and team, @ \$3.50, voucher No. 729.....	21 00
"	John Corcoran, 6 days' work, man and team, @ \$3.50, voucher No. 730.....	21 00
"	Severt Aasen, 25 days 4 hours' work @ \$2.25, voucher No. 731.....	57 15
"	Louis Fliesram, 23 days 3 hours' work, man and team, @ \$3.50, voucher No. 732.....	81 55
"	Andrew Olson, balance due on 16 days 9 hours' work @ \$1.65, voucher No. 733.....	12 89
"	James Malaney, 3 days 3 hours' work, man and team, @ \$3.50, voucher No. 734.....	11 55
"	Mike Conlin, 15 days 8 hours' work, man and team, @ \$3.50, voucher No. 735.....	55 30
"	Andrew Olson, extra work during season 1902, voucher No. 736.....	15 00
Dec. 9.	John P. Woodard, 10 loads of mulching @ \$1.00 per load, voucher No. 737.....	10 00
"	John P. Woodard, 10 loads of mulching @ \$1.00 per load, voucher No. 738.....	10 00
Dec. 11.	Stanley Boyd, 2% commission for collecting \$1,081.50, voucher No. 739.....	21 63
Dec. 20.	Mike Conlin, 1 day's work man and team and 5 loads manure, voucher No. 740.....	6 00
1903.		
Jan. 8.	Miller-Parkinson Lumber Co., for lumber and posts, voucher No. 741.....	2 00
Jan. 17.	Fred Huels, sharpening tools, voucher No. 742.....	2 75
Jan. 30.	Wm Keyes, 8 days' use of wheel scraper on Governor's island, voucher No. 743.....	2 00
Feb. 4.	Newbury & Peper, voucher No. 744.....	1 18
Mar. 4.	Sumner & Morris, tools, wire, etc., as per bill, voucher No. 745.....	23 14
"	Sumner & Morris, lawn mower for Tenney Park, voucher No. 746.....	13 85
Mar. 10.	C. F. Cooley, for pipe for culvert, voucher No. 747.....	22 90
"	C. F. Cooley, for coal for steam roller for season of 1902, voucher No. 748.....	37 37
"	Matson & Klein, painting bridge on University drive, voucher No. 749.....	8 46
Mar. 14.	Frank W. Hoyt, for postage stamps, voucher No. 750.....	20 10
April 9.	Edward F. Paunack, for quarry screenings, voucher No. 751.....	16 83
Total disbursements.....		\$6,305 50
Balance.....		112 78
		<hr/> \$6,418 28 <hr/>

Respectfully submitted,

FRANK W. HOYT,

Treasurer.

The undersigned have examined the accounts of Frank W. Hoyt, treasurer of the Madison Park and Pleasure Drive Association hereto annexed, and the vouchers for the disbursements made, and find that said account is correct in all respects.

GEO. RAYMER,
CHARLES N. BROWN.



LAKE MENDOTA DRIVE

Banquet and Annual Meeting.

The annual meeting of the association was preceded by a banquet at Keeley's hall to which all the members of the association were invited. After the banquet was finished the meeting was called to order by the president, Mr. John M. Olin, and the following officers were elected for the ensuing year.

President, John M. Olin.

Vice-President, Andrew S. Brown.

Secretary, Charles N. Brown.

Treasurer, Frank W. Hoyt.

Directors, Daniel K. Tenney, Halle Steensland, Carl J. Hausmann, William R. Bagley and Magnus Swenson.

The reports of the president in behalf of the directors and of the treasurer which were presented at the meeting are printed herewith.

At the conclusion of the business of the annual meeting the chair was taken by Hon. Edwin E. Bryant who acted as toastmaster.

Gen. Edwin E. Bryant.

I deem myself happy to be called to preside at a board where are gathered so representative a body of the public spirited citizens, the high civic pride of our city. I am more honored because it affords me an opportunity to do honor to those who have been so forward in the work of this association; to those who have been its heart, its soul, its motive power.

We live, as you all know, in a decade of remarkable and wonderful effort on the part of the great cities of our country, and even of Europe, in park development

and the opening up of boulevards and pleasure drives and avenues out from the congested populations into the country. I was reading, a day or two since, that Boston is just finishing the work in which she has expended fifteen millions of money for constructing a splendid system of parks, with beautiful driveways that will give them long stretches of roads out along the sea coast and into the high lands of the country, where they can breathe the purer air and fresher breezes of the higher hills. We know that the city of New York has just finished the three million dollar speedway and drive along the Harlem river, after having finished before that the Riverside Drive along the Hudson; and three millions of dollars are being spent in northern New Jersey opening up driveways into the high hills. They are gathering in reservations of land so that residents of cities may get out into the country and drive along pleasant ways, commanding the best of scenery, and into the higher altitude where they can breathe God's purer atmosphere. Everywhere, east and west, and on the slopes of the Pacific, every city is zealous in this work of opening up of driveways, parks, public avenues, where people can ride for recreation and refreshment in the open air.

We are especially happy in Madison that we had some twelve years ago, a few men among us who saw the grand opportunity—while lands were cheap, before everything here would become enhanced in value and the city congested in its buildings and population, of opening up these pleasure drives that are now such a pride and ornament, and such a source of enjoyment to our people. The more I contemplate the work of this association the more my wonder grows, the more my admiration heightens for those public-spirited men, who

initiated this work. I would hardly dare to mention the names lest I might omit some of the worthy few who started this work. But it was fortunate for them and fortunate for us that they found in Madison among our people enthusiasm and generous support. When they commenced their work, laid out and showed their plans to our citizens, they touched the fountain of civic pride in each heart, and imparted some of their own generous enthusiasm and they were furnished with the means. And while other cities of the union are issuing bonds in large amounts for the purchase of parks and for the opening of driveways, it is the pride and glory of our city that the splendid work here has been done almost entirely by a voluntary contribution of our public-spirited and large-hearted men. It is that that gives me pride. It is that that makes me feel like doing honor to that host who have accomplished this work and are now propeling other enterprises still grander in their import, still affording us larger and different means of that best and pleasantest of recreation that may be afforded, by giving us a better communication between these beautiful waters that lave our shores and lead far out into the country.

At this meeting tonight of this association we are to consider remarks, reports, and addresses from others. And first that we may proceed perhaps in a more orderly method and plans may be laid out for us more clearly, I will call upon President Olin, who will address us on the projects now actuating the minds of these generous and enthusiastic men who have contributed not only so freely of their own means and their labors but that still more valuable asset to the hard-working business man in his profession or affairs, their *time*. I call upon President Olin, who will now address you.



THROUGH THE WOODS — LAKE MENDOTA DRIVE

What Next?

John M. Olin.

Subscriptions recently secured in this city in aid of the construction of the building for the Young Men's Christian Association of the University are not made payable until 1904. One of the solicitors, when asked to explain, said that if they waited until 1904, Olin would be demanding money for some new project of the Madison Park and Pleasure Drive Association, and so they had started a year in advance in order to get ahead of this association. This is evidence that our association is wide awake. It is also evidence that the Y. M. C. A. people are possessed of a reasonable amount of shrewdness—and I am glad of it. But it must not be supposed that contributions for one good purpose necessarily lessen those for another. Usually they do not. There is such a thing as the habit of giving, and I think this city owes much to this association for having industriously cultivated this habit for the past eleven years. If our people have not generally acquired this grace, it is not the fault of this association.

The growth and strength of this association are due largely to the fact that it has accomplished something, and its future growth and strength are to be determined by the same principle. Hence, "What Next" is a very proper question.

1. Lake Monona Drive.

For four years we have been trying to secure a right of way for a drive around Lake Monona. We have not yet succeeded. The fault is not ours. The directors

have done everything in their power. A comparatively few persons have thus far blocked the scheme. This association has not the power to condemn land. Hence, one selfish person can defy the whole association. But we have not given up hope. We still believe that such a drive can and will be secured. It would in many respects surpass either of the other drives in beauty, would be about twelve miles in length, and would have the advantage of being practically level and circular in form. Some obstacles have lately been removed. The contemplated improvement of the Yahara River will, we think, aid in securing the drive. By reason of the filling which has already been done and that which will be done in the near future, Rutledge street can be extended straight through to Schuetzen Park, and this is the street over which the drive should pass. With this difficulty removed, it is believed that a right of way can be secured as far, at least as Winnequah, though some portions of the drive would have to follow the public road. If the drive could be constructed to Winnequah, it would not be very long before it circled the lake. Much of the right of way has been agreed upon and a survey made and stakes set. We know it would help the work of this association if this drive could be secured. But what is far more important, it would be of great value to the city of Madison. But the securing of the right of way for the drive will require the active cooperation of all the members of the association. I ask, on behalf of the directors, as I did one year ago, that each of the members may persistently agitate during this season the necessity of securing the right of way, and will render what aid he can in accomplishing this result. If we can secure the right of way this season we can build the road next year.

2. Monona Park.

At each of the annual meetings of the association for the past four years, the directors, through the president, have urged the desirability and importance to the city of securing for the purposes of a park that portion of the lake shore adjoining Spaight street in Sixth Ward, about which there has been some litigation. The desirability of securing this strip of lake shore for a park was ably and forcibly presented at our last annual meeting by Mr. Aylward. But another year has passed and nothing has been done. This is a matter that should be taken hold of by the city. It should not be left to this association. So far as possible, agreements should be secured with those claiming an interest in this strip of lake shore. But if a reasonable agreement cannot be secured, then the city should at once proceed to condemn this land for park purposes. This association has not the power, as stated above of condemnation. The whole of this strip of lake shore, not yet built upon, should be secured. Then the city should establish a dock line, running from the point of Mr. Stondall's place that extends farthest into the lake, to the extension of the Farr lot. The lake should then be filled to this line. When one remembers that nowhere on the shore of lake Monona does the city or its people have any access to the lake except at street ends, he realizes the importance of this open space. It should not be lost. Its value to the city cannot well be overestimated. The view of the whole of Lake Monona and the beautiful country beyond, as viewed from this point, is one of the most charming of landscape scenes. Imagine this strip of shore filled in with closely set and small houses, and contrast this scene with the open view as it would

be after the park should be completed. I trust that the common council will speedily appoint a committee to negotiate for any interest private parties may own in this strip of lake shore, and if such committee should be unable to secure reasonable agreements, that the council will then instruct its city attorney to take speedy steps to acquire this land by condemnation proceedings. Another year should not be allowed to pass without having laid the foundation for Monona Park. The people in this part of the city need it, the whole city needs it, and the sooner it is secured the better.

3. Securing Certain Lands for Parks and Play Grounds.

One year ago I urged the necessity of the city acquiring certain pieces of land, in different parts of the city, for parks and play grounds, while it was yet possible to do so. The most important one of the suggestions then made and the one deemed, at the time, by some, to be exceedingly visionary, the reclaiming of the Yahara river and its banks for the use of the public, will soon be an accomplished fact. This encourages the hope that other lands may be secured for like purposes. This must be done, however, if at all, by the city, and not by this association. Unless prompt action is taken, the opportunity of securing the necessary land will be gone forever.

Soon after the annual meeting of one year ago, your directors presented a petition in writing to the common council, asking that body to appoint a committee to investigate the desirability and feasibility of improving Water street along the Yahara river, and of securing some land along the shores of said river, and also in different portions of the city for parks and play

grounds, and to report to the council the results of their investigation, to the end that the council might take such action in said matter as might seem best for the welfare of the city. In pursuance of this petition, a committee was appointed consisting of the Mayor, and of aldermen Schubert, Brown and Smith of the council, and of L. S. Hanks, M. J. Regan and John M. Olin. This committee has not, as yet, made its report to the council, but will do so in the near future.

The lake shore portion of Tenney Park should be extended. We now own or control four hundred and sixty feet of shore line. This should be extended toward the city at least one hundred and fifty feet. We have secured an option on three lots, each fifty feet wide, and extending from Sherman Avenue to the lake, for \$3750. We are also negotiating for the purchase of an additional piece of land, about three quarters of an acre, extending on the opposite side of the avenue one hundred and fifty feet southwesterly from the present line of the park. It is hoped to secure this at the rate of \$1,000 per acre, or for about \$750. These additions would add greatly to the beauty and value of Tenney Park. We should then have sufficient lake shore to permit of the construction of some pavilion or appropriate building between the avenue and the lake to be used in connection with the park. The securing of the additional strip on the easterly side of the avenue would give to the park a much broader and more spacious effect.

The width of Water street in block 222, between East Johnson and East Dayton streets, is only about forty feet. This street should be widened at this point. With this in view, an option has been secured for the purchase, in this block, of lot nine, at \$550, and for the purchase of fifty feet off from the northeasterly side of

lot ten, at \$600. This would give at this point a width of about one hundred feet for street and park purposes, and it is very much needed. Unless this land is secured, we shall soon have buildings constructed within forty feet of the edge of the river. One driving along Dayton street, past the seventh ward school house, would be shut off from any view of the park until he get within a few feet of the river. At this point we are to have one hundred feet of free space on the northeasterly side of the river. There should be the same amount of free space on the opposite or southwesterly side of the river, and it will be of a great mistake if this additional land is not secured now before any buildings are erected upon it. A street at this point only forty feet in width, with buildings crowded close to the street line as they surely will be, would very much lessen the beauty and value of the contemplated improvement of the river.

The committee deemed it important that some land should be secured for a park and play ground either on, or near East Washington avenue. An option has been obtained on block 188, known as the Atwood block, at \$9,000. This block is on the westerly side of the avenue and between Ingersoll and Few streets. It is thirty-six rods long by twenty rods wide, and comprises four and three-eighths acres, exclusive of streets. It needs but very little filling, whether the system of pumping the marshes or of filling them be adopted. From a pretty thorough investigation, made both personally and through others, I have concluded that this is the best piece of property the city can secure for this purpose, when both location and price are taken into consideration. It may seem, at the present time a little far out, but we must remember that this city is growing quite rapidly, and especially in that direction. It is 4900 feet

from the capitol square to this block, and it is 7200 feet from this block easterly to the end of the avenue. Hence, it will be seen, that this block is located very much nearer the capitol square than it is to the easterly end of the avenue. It is but a short distance, the width of one block and two streets, from block 168, being the Brown block, and it is very generally known that this block is now the play ground of all the children from that portion of the city.

With the exception of four hundred and sixty feet of lake shore comprised in Tenney Park, the people of this city have no access to the shores of either lake, except over street ends. I have already spoken of the desirability of securing a portion of Monona lake shore for a park. But the city also needs access to lake Mendota at some point between the University grounds and Tenney Park. There is only one such place that is centrally located and at all available. It is the land between the water works block and the lake. This tract, though small, would command a good price, but it will never be any cheaper, and it ought to be secured or at least a portion of it. The failure to secure this land at the time the water works block was purchased is another evidence of the short-sightedness on the part of the city. We need this land whether the water works station remains where it is, or is transferred beyond the Yahara. This is the natural place for a boat-landing. It is here also, where in the near future, should be constructed a harbor for the protection of boats and launches. Such a harbor will be much needed when the four lakes are connected, as they soon will be. Any one landing here could reach the heart of the city, or the street car line, in a few minutes walk. The time is not far distant, when it will be for the financial ad-

vantage of the merchants and business men of our city to have provided such a place for those who travel by water. A similar harbor should be constructed somewhere on the shores of lake Monona, perhaps at, or near, the east Madison station.

There is a piece of ground owned by the Illinois Central Railroad Company, bounded on two sides by Francis and Dayton streets, that the city should, if possible, acquire for a play ground. It has been used for this purpose for a number of years. There is no other portion of the city where such a play ground is more needed. Moreover, it is the only piece of ground in that portion of the city available for such purpose, and, when this is built upon, the only play ground left to the children in that locality will be the public streets. Indeed it may be said that unless something is speedily done by the city to secure some land for play grounds, the children of this city must look to the streets for their only place of recreation. Yet, no child should go far to reach its play ground, and no city does its full duty to its children which provides only pavements for them to play on, and leaves them only walls to look at.

The city should also secure at the earliest possible date some land for park and play ground purposes on one or both sides of Mills street. There is still left plenty of unoccupied ground on either side of this street, located about midway between the Greenbush school house and the fifth ward school house. Negotiations are now pending which we hope may result in securing some of this land at a reasonable price. A park here will soon be very much needed, for it is a portion of the city that will, in the near future, be thickly settled.

Should the city acquire all of the different pieces of land, as indicated above, it would own for parks and play grounds, including what is held in trust for it by this association, not exceeding forty acres. It was the conclusion of a committee on a park census for 1901, of which the son of Frederick Law Olmstead was a member, that a city of twenty thousand should own one hundred acres in parks, and in addition a play ground at least three hundred feet square to every square mile within the city limits, and in densely populated sections, more than one.

To secure all of the lands as here suggested, would probably cost the city from \$40,000 to \$50,000, and the objection is raised that the city has no funds with which to purchase lands for parks and play grounds. This will always be true, and, if it is an unanswerable objection, no such lands will be secured. The way to secure these lands is to borrow money and issue long time bonds in payment for them. We shall never secure such lands in any other way. There is a peculiar fitness in buying lands for parks by issuing long time bonds. The lands are constantly increasing in value. They do not wear out like streets or decay like buildings. Bonds issued for these improvements should be paid by the generation that has the benefit of them. But if some future generation should be called upon to pay the principal of bonds that this generation issues to purchase lands for parks, no complaint will be made. On the contrary, we shall be thanked for having made possible the ownership and enjoyment of these lands to the generations that come after us. Suppose, twenty-five or thirty years ago, this city had had the foresight to issue \$50,000 of bonds in payment for lands, wisely selected, for public uses, such as school sites and library

sites, and for parks and play grounds, and that no part of the principal had as yet been paid. How rich this city would be in its possessions, and how grateful we should be to the men who had the foresight to plan so wisely for the future ! Thirty years ago one could have bought the whole of the block I am now living in, being block two, for a few hundred dollars. Today, one of the poorer of the lots in this block is considered worth \$15,000. Within the past year the city has paid \$25,000 for two lots for a library site, located one block from the public square. We are about to construct a \$200,000 high school building on part of a block. How much such a building needs the whole of this block for a proper setting, and how easily the city could at one time have secured it.

Aside from Tenney Park this city has never spent a dollar in acquiring land for either parks or public play grounds, and the whole sum it has thus far expended in maintaining parks will not exceed \$2,500. For a city of our size we should spend \$12,000 a year in maintaining parks, instead of about \$550. The time has come when this city, as such, should do something in this direction. It cannot be expected that this association will beg the money needed to purchase parks and play grounds. It was organized primarily, not to do work within the city limits, but rather to do work outside the city limits for which a general tax could not very well be imposed. Our service within the city limits should consist in the creation of an intelligent public sentiment and the formation of correct opinions, and of a right spirit throughout the community, so as to secure the existence of a general attachment to what is essential to the city; in calling attention to what ought to be done or not done, and thereby securing or preventing action on



TENNEY PARK

the part of the city or public spirited citizens. We wish to aid the city, not to displace it. If our work is to create the idea in the public mind that the city, in its corporate capacity, is not to do its full share in this line of work, then it would be better had this association never been organized. For permanent results, in any large way, we must look to the city, in its corporate capacity. Certainly the issuing of \$50,000 in bonds as a payment for the purchase of parks in a city of this size and of this wealth, would not be unreasonable, especially when it is considered that we have raised by private donation the present year over \$25,000 for like purposes.

4. East Washington Avenue.

This avenue has not yet been spoiled either by improper macadamizing or by improper planting of trees, at least to any great extent. Aside from the market, socalled, and the extremely ugly water tower, there is no obstacle to the adoption of an appropriate plan for the improvement of this avenue. I omit here entirely any discussion as to just how the first block, and perhaps the second block, of this avenue, ought to be improved. This is a matter which will have to be considered, at the proper time, and be determined by the common council. But omitting the first block, and perhaps the second, I think the opinion is well nigh unanimous that this avenue should be improved by boulevarding the same throughout its length. A landscape architect should be employed to prepare a plan for the proper improvement of the whole avenue, which plan should be submitted to the common council. If adopted, then the plan should thereafter be strictly adhered to. This plan should indicate the width of the

park strip in the center, the width of the roadway on either side, the kind of curb and gutter to be used, the kind of trees and shrubs to be planted, where to be placed, etc. It should also include a design for a bridge over the Yahara river, for the bridge at this point should be in keeping with the width of the avenue and the whole improvement. This association does not wish to appear to the city to be officious. But if the common council desires it to furnish such plan it will, I think, be pleased to do so, and to meet that portion of the expense.

Imagine for a moment this street improved, with a park strip in the center say forty feet in width, omitting the first block, with a roadway on each side of say thirty feet, and a strip next the lot line on each side of sixteen feet for sidewalk and grass plat, with four rows of elms, one on each side next the lot, and one on each side of the park strip, with an artistic bridge spanning the river and in keeping with the general plan of the improvement, not only of the street, but of the river, and you will appreciate what this proposed improvement, when taken in connection with the improvement of the river, means to the city of Madison.

A law has just been sent to the Governor for his signature which authorizes the city to improve an avenue like this by parking the center, and to assess the expense of the improvement against the adjoining property. Under this law, the city can also park certain of the street ends in our city instead of doing the useless and expensive thing of macadamizing them, and can charge the expense against the adjoining property. If properly executed, this law may be of great value to our city.

General Bryant.

We are fortunate in having with us this evening a gentleman of eminent scholarship, of national fame in his line of study, a distinguished author in that field, a man who has been President of a National Association of men among the most learned in our country, and yet a man of such broad culture and so much enthusiasm of scholarship that he is not satisfied alone to study the human mind and understanding; but he has for by-studies other topics of interest; other subjects to which he gives attention; other fields in which he finds enthusiastic delight. As a scientist in his own field he is so distinguished, so eminent, that I have heard among the students that when any of the university boys are planning a little frolic of the college-boy sort, trenching on discipline, they are afraid to meet him on the street for fear he will read in their minds the mischief they are intending. He has made a study of that most refining, most elevating topic, the study of art, the refining influences of art in urban life, and he will speak to us most instructively, I know, upon "Public Art in Theory and Practice," I call upon Dr. Jastrow of the University.

Public Art in Theory and Practice.

Joseph Jastrow.

The discussion of the purpose and the methods of public art is in every way appropriate to this occasion, for the field of art falls well within the scope of the activity of this association.

In every sense this association is an association that considers public art. We do not consider a roadway merely as a place that will support a team but as a place that gives pleasure to those who drive. The president in his report has frequently insisted upon the value of making a driveway a source of inspiration, and a source of beauty. He has also suggested the text with regard to which I intend to speak: the difference between public art as a matter of theory and public art as a matter of practice.

It is sometimes said that the profession which I represent is a profession of theorists, that they are not practical men; and that when things must be done, it is necessary to get together a number of business men with plenty of good business sense. Yet the main difference between the one type and the other is not that the one is theoretical and the other practical; they are both sets of practical men. The difference is in the kind of practicality that they represent. The one set, if I may dare to say so in this company, merely has a long-sighted practicality, while the other very frequently acts from a short-sighted practicality.

I have no doubt that the generation of citizens that preceded us could have secured for us these important park and pleasure grounds that now are so difficult to secure, and would have done so had they had the sup-

port at that time of public sentiment. But if it had been proposed that such a sum of money—than seemingly rather vast—should be put aside for future use, they would have said that that was a mere visionary purpose; that those who advocated such a step were the most impractical of men. In truth they were the most practical, yet their practicality was of a long-sighted kind.

Now the difference between the theorist and the practical man is that the theorist looks rather farther ahead; he has a long-sighted practicality, and he is unwilling to give up, as our president has well said, the ideal of having the surroundings of Madison as fine as they should be because at the moment it does not seem quite feasible to carry out this or the other project.

Mr Cleveland has set in vogue the statement that it is not a theory but a condition that confronts us. That is almost always true; it is always a condition and not a theory that confronts us. But one must remember that the best way of meeting the condition is by a knowledge of the theory. That is the reason we want experts, men who can inform us in regard to the theory. And you must not suppose for a moment that because a man is well versed in the theory of his profession, he is in any sense blind to the practical limitations imposed by conditions. Because he has high ideals, because he wants things done properly, he is none the less practical, none the less ready to postpone and modify, so long as the essentials of the whole and the ultimate success thereof are not sacrificed. It is eminently true, that what the advocates of public art sets before you is in a measure theoretical; but it is theoretical in a sense of far-sighted practicality, setting forward good ideals toward which effort may be directed.

Many persons speaking of art speak of it with bated breath, spell it with a capital "A," put it on a pedestal and then get down on all-fours and worship it. That notion is entirely out of place. The question with regard to our public or our private surroundings is not that of having art or no art. The side of life that art represents is invariably present. The problem that confronts you is simply this: will you have things formed on sound artistic principles—will you have your surroundings invitingly artistic, or will you have them distinctly bad and uninviting? Again, there are those who seem to think that this is an impractical subject, that after all art is a matter of taste. Of course it is a matter of taste; it is a matter of good taste and bad taste. And this is so with regard to law and many other things. If you have an opinion submitted to you, it is either good law or bad law. And the difference between a competent lawyer and one who is not, is the ability to see whether the proposition is good law or bad law. The opinion of an artist well versed in his profession is similarly tested. It is good art or bad art according to the expertness of the individual. Artists do not disagree amongst themselves any more than lawyers do. There are usually two sides to a question; otherwise lawyers couldn't live. And there are occasionally two sides to an artistic question; if that were not so many artistic discussion could not be carried on. So in the end, the situation is indeed much the same in all fields of expert opinion.

If we desire an example of the way in which the cause of public art may be furthered, we can point to a recent action in our own city. When we had to erect a building the cost of which was about \$75,000, a sum of money that has frequently been exceeded in the erection of

other buildings, it was thought worth while to call from the University of Pennsylvania the head of their School of Architecture to act as a consulting expert to prepare preliminary specifications upon the basis of which other experts in their profession could submit plans. That in some minds might be regarded as a rather extravagant procedure, a rather unusual procedure, for a building to cost but \$75,000. It is a most commendable procedure. It is commendable primarily because by that means not only would a good building be secured and as useful as any other building, but we have reason to believe that the artistic side of that building would be best insured. That is a far-sighted practicality. That is the kind of a proposition which those who favor public art very cordially endorse. And it is also to the credit of our school board that they have availed themselves of that opportunity to consult Prof. Laird with regard to the possibilities of a high school building.

In erecting any public building, a fundamental consideration is that of style, which means its artistic meaning. Along with the question of utility, the question of its artistic success is co-ordinate in importance. It is as easy to provide for the artistic side as it is to leave it unprovided for. It is just as easy to have it in good taste as to have it in bad taste. Moreover, it is frequently decidedly the more economical thing. There is usually more money wasted on public buildings than is wisely spent. I have no doubt that of all nations we are the most wasteful in the matter of expenditures on public buildings. We are wasteful not purposely but because we are accustomed to estimate the value of things too exclusively by their commercial value. A million-dollar building seems to strike us as necessarily a very fine thing. It may be a hopelessly bad thing; it usually is.

The difficulty is not so much in the way the money has been spent but in the way in which the spending has been planned. Wisely spent money is artistically spent money.

It is sometimes said that a fool and his money are easily parted. There is another side to that. The wise man and his money are also easily parted. When the proper occasion comes along, it is the wise man who is ready to spend and the fool who withholds. The fool is not distinguished from the wise man by the fact that the one retains his money while the other spends; he is distinguished by the way in which he spends his money. The public spirited citizen is ready to yield forth what substance he has, when the proper call comes. The cause of public art comes forward as an occasion for the wise man to spend his money. It is an appeal in behalf of the more perfect, the more truly practical, the combination of utility and beauty.

The practical question remains in regard to the manner of securing the consideration for art in our buildings, our streets and roads and in all other things of life that we have in common. The first requisite is to spread about among the people a sensitiveness to the better, the more artistic side of life. If you are indifferent, if your senses have been blunted, you very soon grow used to your surroundings and you don't feel their ugliness. As you walk up and down State street and see the blocks of unattractive buildings you more or less tolerate them; you never enjoy them, but you do grow accustomed to them. The way to begin is to make people dissatisfied; and there is nothing that is likely to do that so thoroughly as to go around the country and visit places where such things are managed better. A return from European cities is generally the

occasion of the most violent contrast. Apart from the encounter with the New York Custom House — which certainly is not suggestive of anything civilized — one's first impressions of streets and buildings is decidedly dispiriting. Everything strikes you as crude or unfinished, and you wonder whether the city was begun the day before yesterday. That sensitiveness quickly wears off. After you have been home a week or two you settle down to plain democratic ways again, and democratic insensitiveness. It is the rare individual — such as our president — who keeps his eyes open and keeps his mind sensitive to higher possibilities, who sees defects just as the physician sees symptoms in his patients and is ready to suggest curative treatment. The method of disseminating the spirit of public art is to increase our sensitiveness and make us less tolerant of the bad things about us; to make us feel distinctly hurt when untidiness, and bad taste pervade our streets; to make us feel hurt when a site is chosen for a building which might have been much better; to make us feel offended when a road isn't properly kept and the surroundings properly cared for. That which is just "good enough" is not the ideal which the advocate of public art puts before us. It is sometimes said that God made the country and Man made the town. It may also be said that man has often disfigured the country and made the town very unsightly. Our share of the work has not always been to our credit. It is better to look to the future than to regret the past. Whatever may have been necessary in former times in satisfaction of the logic of necessity, there is no further excuse for mistakes in the planning of the public improvements of our city. We have every reason to know what is right, and the task remains to persuade those in authority to do what is right. The power of

public sentiment and of public interest has been shown more than once. It must continue to be exercised in behalf of the artistic in our public surroundings. That is the plea for public art.

Those who have most intimately studied the American people have testified to the existence in our midst, in spite of awkward and disguised modes of its expression, of a sound idealistic bent. Emerson gave permanent expression to the temper of American idealism when he gave the advice. "Hitch your wagon to a star!" He recognized that we are, for the most part, humble drivers of wagons, but that even a wagon may be hitched to a star if only we can find the proper harness. It is because of this idealistic streak that the advocate of public art feels that his plea is not likely to remain merely theoretically justified but also practically applied. Madison will certainly not be willing to fall short in taking advantage of its usual opportunities. A town of such natural beauty should add to its attractions by the exemplification in practice of a sound theory of public art.



THE LAGOON — TENNEY PARK

General Bryant.

When the celebrated Boss Tweed of New York was under a pretty heavy fire by the press and orators of New York, and Thomas Nast the cartoonist was every week putting out his cartoons of Tweed and his associates, that notorious character is reported to have said, that he didn't care a blank what the newspapers wrote about him, because his constituents couldn't read or write; he didn't care a darn what the orators said about him, because his constituents didn't go to hear them, "But" he says "a picture everybody can understand, and them durned pictures, I don't like." Now Mr. Brown is going to give us a lecture or address on the theory that we can't read nor write.

Mr. Brown assisted by Prof. Mack of the University exhibited upon a screen about sixty stereopticon views showing work already accomplished by the association.

General Bryant.

We have with us a member of the association who has taken a warm interest in its affairs, comparatively a recent resident of Madison, yet well known to us all, and ranking high among our business men, a man who has added to the beauties of Madison, as you can see by the elegant turnouts any pleasant day in the afternoon. I have the pleasure of introducing Mr. William E. Petrie, who will speak of East Washington avenue.

East Washington Avenue.

William E. Petrie.

We view with much pride the many beauties of Madison, its charming lakes, its drives, its handsome homes and attractive public buildings; but we cannot conceal the fact that in the very center of our city, right under the shadow of the capitol dome, and adjoining the capitol park, we have an eye-sore, a public nuisance. It is one of the first things seen by the visitor, and is spoken of by many of them as a reminder of the early village or the frontier town. I refer to the hay-market on East Washington avenue. This, the longest avenue we have in the city, being two and one-quarter miles in length, the early home of many of our distinguished citizens, who had hoped that it might become the leading thoroughfare, has been greatly neglected.

Its first block, the one adjoining the capitol park, has been for thirty years a market place for the sale of hay, straw, cord wood, young pigs, and whatever else might be brought there. It is the home of the gypsy horse trader, the gypsy fortune teller, the fish merchant, the meat peddler, the razor-strap vender, and the quack doctor who sells medicine, pulls teeth and pares corns.

On horse-fair days, all the old cripples are brought there for sale or barter, while the better grades of horses are displayed on East Main street. It is not an uncommon sight to see a load of hay or straw standing there over Sunday, waiting for more favorable market on Monday. Even at the carnival last fall, we located the poorest shows there, that they might feel at home and be in their element.



ALONG THE SHORE — UNIVERSITY GROUNDS

A row of saloons some of them questionable have lined themselves along one side of this place to prey upon the unfortunate. At cattle fairs and on Sundays, the sidewalks in front of their places are usually adorned with drunken men and empty beer kegs, making a walk to be avoided by respectable people and school children.

Our court record shows that in the past some of these places have violated the laws of the state and the laws of decency. Some of them have been the harbor for low men and degraded women; and drunken rows, petty robberies and disorderly conduct were charged to them.

And all this is to be found in the very heart of our city, a city that boasts of being the queen of the West. It is time, gentlemen, that this market is moved, and this nuisance abolished. In my travels through this and other states, I have made some inquiry in different towns as to how they regulated their market places, and from what I have gathered, have this to suggest for Madison. At the present time several vacant lots laying along Blount street, can be bought at a reasonable price. Let this city purchase a suitable amount of this land and establish on it the public market. Along one side, build a row of sheds for the shelter of teams, and establish the city scales there with a suitable office for the man in charge. This office can also be used as office and headquarters for the teamsters and draymen, who now line the capitol park. Here they could be reached by telephone when their services are wanted. Let the city impose a reasonable charge upon the teamsters for these privileges, and collect a small fee for the use of the stalls and stables; and with the usual charges for weighing, this market could be made self-supporting.

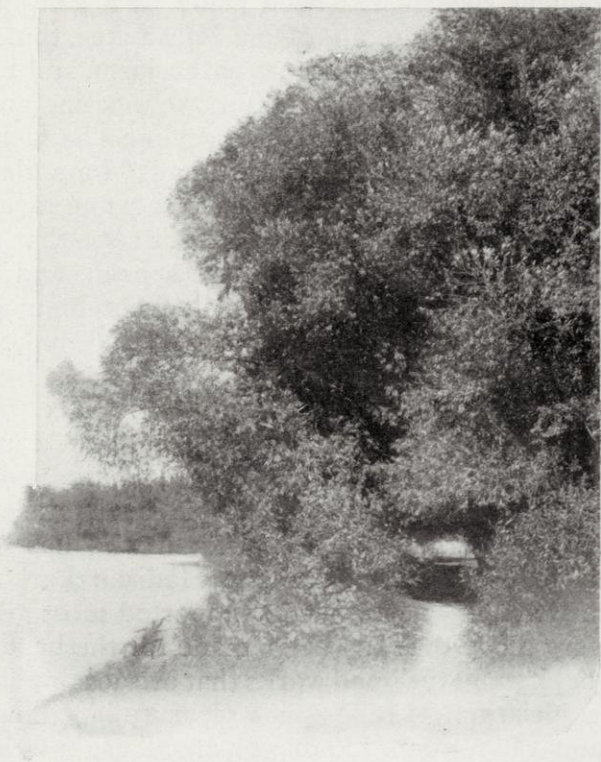
If the city will remove the market from East Washington avenue, I have assurance from the Park and

Pleasure Drive Association, that they are willing to bear the expense of employing a landscape artist to draft plans and specifications for boulevarding and beautifying the avenue from the capitol park out to the city limits, a distance of two and one-quarter miles. Those plans could be accepted and adopted by the city, so that all future work done on this street might conform to them. It is not to be expected that an avenue as long as this, could be raised from its present condition and beautified as we desire it should be, in a single year; but with the support that it will receive from our enterprising citizens and the Park and Pleasure Drive Association, it will only be a few years until we can add this drive to the many beauties of the city.

In a vision I raise the veil of ten years and behold Washington avenue in 1913. What wondrous changes a single decade has made. The hay market is gone and with it the row of saloons. The ground that once was covered with straw and filth is now covered with pavement to conform to the streets around the park.

The hitching posts have disappeared. The water-trough has become a handsome fountain. The unsightly and useless watertower has vanished, and on its foundation has been erected a stately monument to the memory of the brave soldiers. Even the Journal printing office is resplendent in a new coat of paint. The saloons are no more, for the city has resolved to grant no saloon license on this or any other of its avenues. Where they once stood, buildings for a more noble purpose now rise. The first I recognize as the soldiers' Memorial Hall; the next a stately structure over whose stone entrance are engraved four letters, Y. M. C. A.; on the other corner across Webster street, in course of construction is the new city hall. Standing at Webster street I view the avenue in the center of

which is its grassy boulevard and thrifty rows of elms, extending to the city limits. Its macadam drives, its uniform side-walks, its shade trees and shrubbery show that the hand of the artist has been there. The marsh is gone, the cat-tails and rushes are buried forever, and where they once held sway, houses of modern style now line the drive. Standing on the broad steel bridge that spans the Yahara, I see its deep clear waters, its grassy banks, its walks and its drives. I see the finished work, the two connecting links,—the Yahara connecting the two silver lakes, and Washington avenue, connecting the two handsome parks.



WILLOW WALK—TENNEY PARK

General Bryant.

We have with us tonight a distinguished gentleman who needs no introduction to a Madison audience, nor, indeed, to any audience in the United States, a gentleman who came to our city as a boy; and there is a tradition that he got lost in the woods in going from capitol park up the hill near where Judge Bunn's residence now is. He is a gentleman who has always been zealously affected in every good thing relating to Madison, and affecting other great interests. I am a little cautious nowadays of speaking of anybody as an orator since a little experience I had some years ago. We once had a soldiers' reunion and a very enthusiastic meeting. A very eloquent speech had been made by a gentleman from Chicago and by another from Milwaukee, that had fired the soldiers' hearts to great enthusiasm, and I had made a few remarks myself. After the meeting an old soldier comrade of mine came and gave me a handshake that nearly crushed every knuckle I had, "I am glad to see you, Ed, how do you do? That was a fine meeting we had. Them was fine speeches. Let's see—that man from Chicago, didn't he make a fine speech, and that man from Milwaukee, by Dad, he's eloquent, he made a fine speech. But these fellows" he says "that make fine speeches they are all domned liars. They are. By the way, Ed., you spoke very well yourself." Since then I am very cautious about saying anything about a man's being an orator. I needn't say it here where Senator Vilas' fame has so long been established, but I take great satisfaction in introducing a gentleman who has done nobly his part of the work of the Madison Park and Pleasure Drive Association, and supported most generously every move that has been made for the beautifying of our city and the good works that are accomplished by our association. I take great pleasure in calling up ex-Senator Vilas, whom I know you are all eager to hear.

The Improvement of the Yahara.

William F. Vilas.

I ought, after so much introduction and one or two allusions that have been made, to have something worthy to say to you, but such have been my circumstances that my observations must be such only as have occurred to me here, without preparation. They chiefly relate to the work of the association itself.

We have had from our fellow-townsmen his account of a vision of the future. I may tell you of a vision that is now about to be fulfilled which has been a long dream. I think it was in the year 1513—if I am wrong about the date some of the old residents will correct me—that a hardy and adventurous Spaniard, Vasco Nunez de Balboa, pushed his caravels through the Monona-Atlantic,—was it not?—and having entered upon the isthmus that separates the eastern from the western waters and climbed the range along about where Wisconsin avenue now is, cast his eye over the great Pacific-Mendota and then dreamed of an isthmian canal to connect the great waters of the east and the west. It was left for DeLesseps-Olin to realize the dream and the great isthmian canal is now about to be accomplished which will connect the waters of Third and Fourth lakes—as they were called when I was a boy—Monona and Mendota—as they more sonorously and delightfully touch the ear of an improved and beautified Madison.

This great work the newspapers, I discover, have said that I was to explain and expound to-night and our president made a similar allusion, having been misled by reading the newspapers. In point of fact I have had too much confidence in his genius and skill and that of the engineers whom he called in consultation, to inquire myself just how it is to be done. And I presume

you will all be able to ascertain that after the same manner in which Gibbon says the great bishops of the Greek and Roman church disposed of the question of Purgatory upon which they couldn't agree, and on which they had striven at their famous councils of Ferrara and Florence for a number of years. They concluded at last the best way was to leave it, as in a short time they would all be able to settle it on the spot. You will discover for yourselves before long just what the Yahara improvement is and I have no doubt you will rejoice to see it; rejoice in every circumstance of it. And when, as I suppose the case will be, that "slow-rolling Yahara" is converted into a beautiful stream, with an abundance of water, with bright green grassy banks on either side, with fashionable turnouts rolling along on the good roads and the various craft of our citizens plying on its waters, we shall all be perfectly satisfied, I trust, with every circumstance of the performance of the work. Therefore I will enter into no particular description or account of the way in which it is to be done.

I am rather disposed, in the thought that has run through my mind this evening, to comment a little more upon the public spirit of this city in doing such things. We have known how by the exertion of the power of taxation, forcing the unwilling not less than the willing to yield their share to such work, one city after another has spent large sums of money; yet right here in this our Madison, without imposing a particle of the force of law, by the generous and willing contribution of the various people throughout its borders, we have raised in a few years the sum of \$76,000 for the beautification of this city. It is as much and more, proportionably, than New York has expended upon Central Park and all its riverside drives and speedways; or Boston upon its beautiful public parks lying both outside and within the confines of that town. It has been done generously;



THE DAISY FIELD—LAKE MENDOTA DRIVE

been done freely; and take this very subscription that has been raised here in the face almost of disbelief on the part of some that such a thing was at all possible. Look at it! I venture to say that there are five or six hundred names subscribed to the agreement, perhaps more; and among others think of the generous contribution of the teamsters themselves! A peculiar honor to them, and also to our city! We have in this city of Madison such a universal feeling of generous, contributory and cooperative action on the part of all our citizens, extending to large numbers beyond those who have great means to give, every one, almost from one end of the city to the other, giving in accordance with his means and power; we have such a fraternity as very few communities that I have ever known of possess. It has always been to me a matter of boast and pride that I live in such a community.

As our president has said, we ought to make some grateful observation for the very public spirited way in which the railroads have cooperated with us. I think I first broached the matter to Mr. Hughitt, president of the Northwestern road, after the subject was taken up in a tentative way here, and I said to him "You know that we up here in Madison are town-proud. We feel as though we had a right to call upon everybody interested in our community, as you are interested in it, for a generous cooperation." He said "You are right, and you shall have it. There will be no objection on the part of the Northwestern road." And President Earling of the St. Paul road was just as prompt and generous in his dealing with the subject.

Railroads have done a great deal for the world and they have oftentimes been greatly criticized, not to say roundly abused, but they have their good points and when they are in the hands of such gentlemen as these every public project of a character to beautify and im-

prove the communities through which they run seems to meet with a prompt and ready response. Certainly it has been generous and fair in this instance, for as was said by the president, they will themselves expend toward our improvement as much probably as we ourselves, and that too after they had once built their roads and laid them out as they supposed for a long enduring period.

There are some advantages from all this that we ought to keep in mind; among others, this habit of giving of which the president spoke this evening. We find after all that when a man gives according to his means he hasn't lost anything. He may think for the moment that he is drawing something from a pocket that will hurt it, but after the thing is done he feels it no longer. There is hardly one man in this community but what will rejoice when he walks along the banks of the Yahara river after it is beautified as it is to be, to feel that he himself was one of its proprietors, a participator of the cost of that work.

We improve the taste of the city, and to improve the taste of the city or of the people in a city is to cultivate the highest aspirations of humanity. Men don't do good things, they don't enjoy beautiful things, without having a soul somewhat attuned to the good and the beautiful. It will relieve many a man of some bad thought, and possibly sometimes of a tendency to vicious action, if he live in the atmosphere of the beautiful and good, and especially if he has himself been one of the promoters of a work that is to bless his children and his children's children with the remembrance of his generosity by the benefits which it bestows upon them.

Why, if we look at it in a little more sordid way; if you simply reckon the increase in the value of property in the eastern part of this city by reason of the work that will be done on the Yahara I believe that it will be

ten dollars for one. I believe that the city will gain more than one hundred thousand dollars of assessed value upon its tax roll by reason of this very Yahara improvement. Within the last eight years there has been a considerable impulse in the manufacturing direction in the eastern end of the city. Within that length of time the Northern Electrical Company was started, the Gisholt works have been built, and various other improvements. It is not too much to say—and I look to the city clerk who I presume can respond to me with some idea of figures on it—that those works and the improvements that have been made in that direction have added a million dollars to the assessed value of the tax roll of this city. Every such step is a thing that pays in dollars and cents. It adds to our wealth not less than to our happiness.

And well we ought to think—we must think—of those men who have had to do with it, and for myself I feel a most strong and profound sense of grateful obligation to the men who have pushed the work of this association. I know you all do. It is not a thing that can be particularly talked of in their presence without possibly some offence to their modesty, but it is a thing which we all feel in our hearts and which this city will preserve, as it goes on from one step of improvement to another, with a proper and grateful memory of those who have been instigators and promoters to the great work, showing such helpful common sense not less than enthusiasm and devotion to their task. Your evening has already been passed; I will not occupy your longer. I am merely dropping a word in at the conclusion, a word which I hope will find, and which I am sure does find, a responsive echo in the heart of every man who is here.