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Reports of the officers of the Madison Park and Pleasure Drive Association for the year ending April 14, 1904 with report of the annual meeting and banquet held May 2, 1904.

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Governor's Island — Farwell Drive

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Madison Park and Pleasure Drive
≈ Association ≈

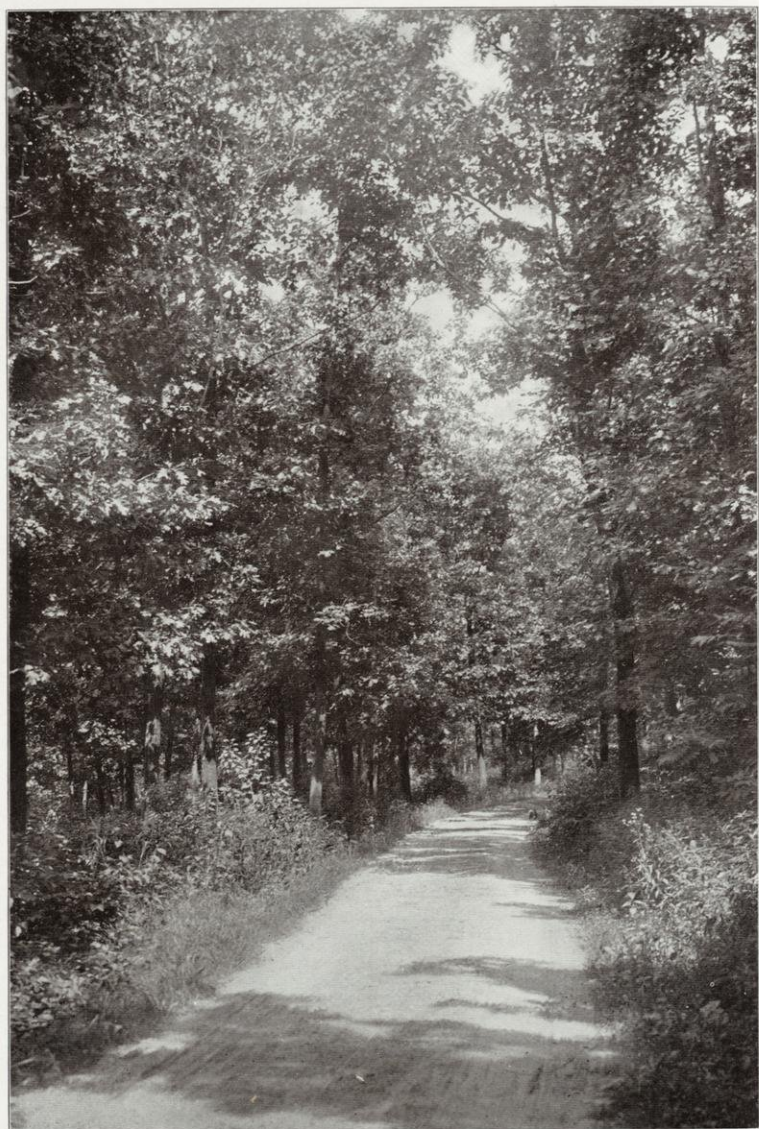
MADISON, WISCONSIN, 1904.

Madison

Park.

1904

In June box -



LAKE MENDOTA DRIVE AT BLACK HAWK

Reports of the Officers

of the

Madison Park and Pleasure Drive

Association

For the Year Ending April 14, 1904

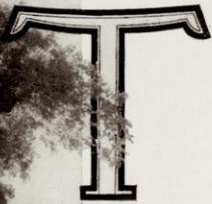
With Report of the

Annual Meeting and Banquet

Held May 2, 1904

CASTWELL PRINTING COMPANY
MADISON WISCONSIN

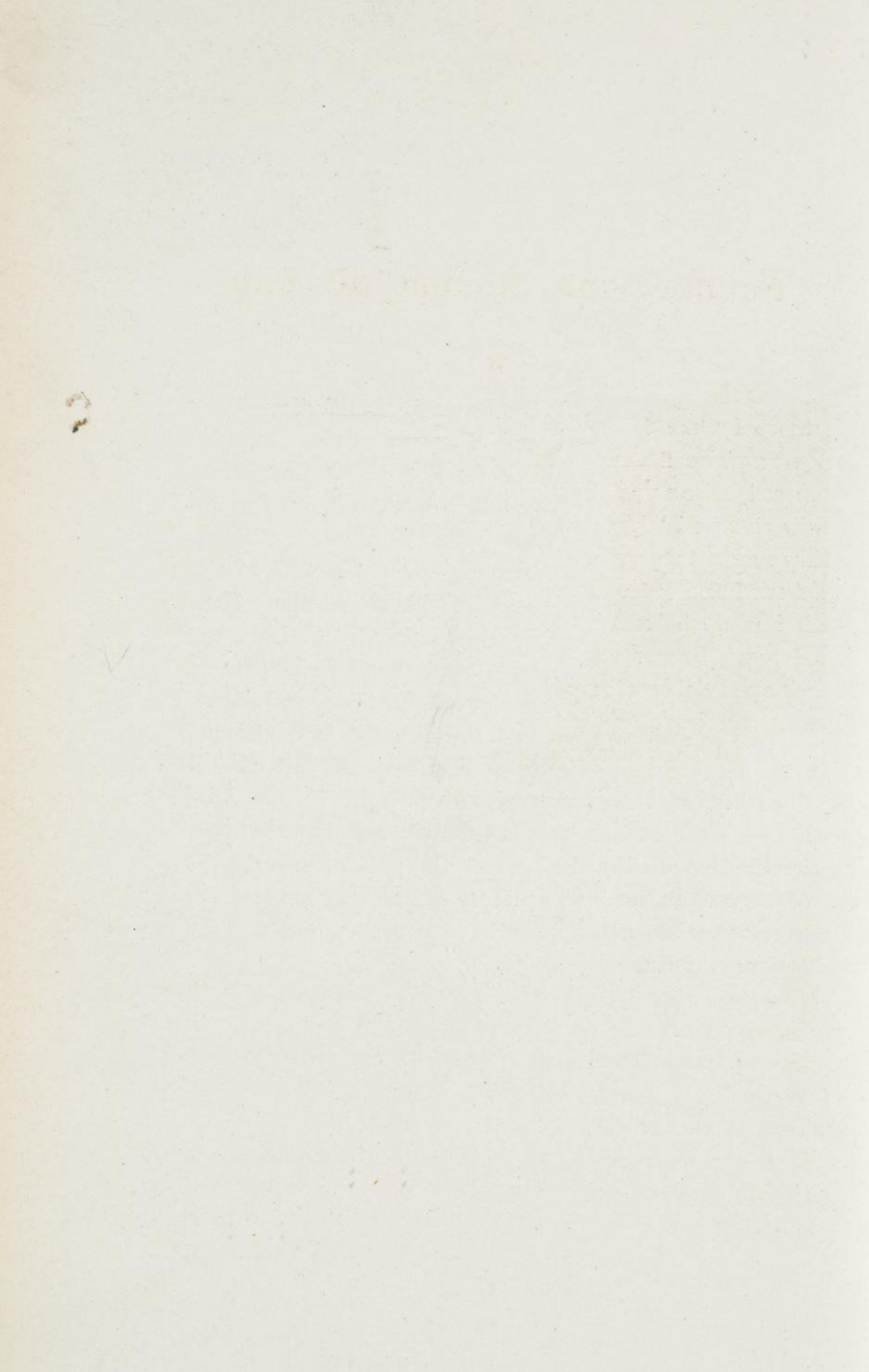
YEAR 1957
2ND EDITION



WO years ago the Madison Park and Pleasure Drive Association published its first illustrated report. It was published as a jubilee number, marking the tenth year of the work of the association. Both it and the report of last year have been found so helpful to the work of the association that the directors have decided to publish in each annual re-

port, illustrations of work accomplished.

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



Banquet and Annual Meeting



THE annual meeting of the association, held May 2, 1904, 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, Halle Steensland, Carl J. Hausmann, William R. Bagley, Magnus Swenson and Arthur O. Fox.

The report of the treasurer was presented with the report of the auditing committee. The report is printed in full at the end of this report.

At the conclusion of the business of the annual meeting the chair was taken by Hon. Burr W. Jones who acted as toastmaster.

Mr. Burr W. Jones

I know my place too well to undertake to make any long address to you this evening. There are gentlemen on the program who have come here to say definite things and you have come to hear them. I need hardly say that the meeting of this body has become an important annual event in the history of our city. This is the twelfth anniversary, I believe. During these twelve years this association has done things of which we may all well be proud. The plans which have been conceived by Mr. Olin and his associates, and which the rest of the association have helped to carry out, have been bold plans, but they have been boldly carried on and they have been successfully executed. These twelve years have been full of surprises for us in the events which have taken place. A year ago we were talking about the improvement of the Yahara. It seemed a stupendous undertaking, but events have gone on in such a way that there is now no possible doubt of the complete execution of the program. There will be a new surprise to-night, although some of you have heard rumors of the very important and generous gift to our city and to this association, of which Mr. Olin's report will give the details. We have all felt as these twelve years have passed that it costs money to live in this beautiful city of Madison. I suppose there have been times when we have all felt that these burdens have been rather heavy, but I presume that as the years go on and as we come to the end of our life's work we shall all feel that there has been no money better spent by us than that which we have contributed to this association. If the time should ever arrive when we are inclined to count too closely the cost of this work which is contributing to the health and enjoyment of our whole community we should bear in mind the words of the poet:

"All you can hold in your cold dead hand
Is what you have given away."

Now I am going to call upon President Olin to tell you of the events of the past year and to outline in detail the program for the coming year. I know you will listen to his report with very great interest.



SUMAC
DRIVE



OLD QUARRY--LAKE MENDOTA DRIVE

President's Report.

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

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

We celebrate to-night the twelfth anniversary of the work of this association. It has been customary to state in the president's report a record of the work for the year ending with the annual meeting. The present report will, in the main, be a continuation merely of the last report.

As is very well known to the citizens of Madison, the work which this association is organized to do is sustained wholly by voluntary contributions. We have no other means of obtaining 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 1904.

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 ap- propriated 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

For the year 1903, for the general work of the association	\$ 5,036 75
For the year 1903, for the Yahara river im- provement	21,046 24
	————— 26,082 99
Amount contributed by Prof. Owen in 1902, in addition to the above.....	3,000 00
	—————
Total, exclusive of 1904.....	\$76,551 10

The above does not include any money appropriated by the city 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 better the general and permanent interest in the work of the association than the amount subscribed and the greater number who contribute from year to year.

Subscriptions for 1903.

a. For the General Work of the Association.

1 subscription of \$50.....	\$ 50 00
68 subscriptions of \$25 each.....	1,700 00
1 subscription of \$20.....	20 00
9 subscriptions of \$15 each.....	135 00
1 subscription of \$11.50.....	11 50
1 subscription of \$10.75.....	10 75
111 subscriptions of \$10 each.....	1,110 00
378 subscriptions of \$5 each.....	1,890 00
30 subscriptions of \$3 each.....	90 00
8 subscriptions of \$2 each.....	16 00
1 subscription of \$2.50.....	2 50
1 subscription of \$1.....	1 00
	—————
610	\$5,036 75

b. For the Yahara River Improvement,

6 subscriptions of \$1,000 each.....	\$ 6,000 00
2 subscriptions of \$500 each.....	1,000 00
1 subscription of \$475.....	475 00
1 subscription of \$360.....	360 00
2 subscriptions of \$300 each.....	600 00
5 subscriptions of \$250 each.....	1,250 00
6 subscriptions of \$200 each.....	1,200 00
1 subscription of \$150.....	150 00
25 subscriptions of \$100 each.....	2,500 00
2 subscriptions of \$90 each.....	180 00
1 subscription of \$75.....	75 00
1 subscription of \$70.....	70 00
28 subscriptions of \$50 each.....	1,400 00
3 subscriptions of \$40 each.....	120 00
112 subscriptions of \$25 each.....	2,800 00
18 subscriptions of \$20 each.....	360 00
47 subscriptions of \$15 each.....	705 00
121 subscriptions of \$10 each.....	1,210 00
1 subscription of \$7.....	7 00
1 subscription of \$6.....	6 00
98 subscriptions of \$5 each.....	490 00
28 subscriptions under \$5 each.....	88 24
511	\$21,046 24

Amount Subscribed to Date for 1904.

a. For the General Work of the Association.

74 subscriptions of \$25 each.....	\$ 1,850 00
2 subscriptions of \$20 each.....	40 00
4 subscriptions of \$15 each.....	60 00
115 subscriptions of \$10 each.....	1,150 00
464 subscriptions of \$5 each.....	2,330 00
50 subscriptions of \$3 each.....	150 00
13 subscriptions of \$2 each.....	26 00
3 subscriptions of \$1 each.....	3 00
725	\$5,599 00

b. For the Yahara River Improvement.

1 subscription of \$400.....	\$ 400 00
3 subscriptions of \$200 each.....	600 00
4 subscriptions of \$100 each.....	400 00
1 subscription of \$75.....	75 00

8 subscriptions of \$50 each.....	\$400 00
20 subscriptions of \$25 each.....	500 00
5 subscriptions of \$20 each.....	100 00
20 subscriptions of \$15 each.....	300 00
2 subscriptions of \$12.50 each.....	25 00
84 subscriptions of \$10 each.....	840 00
178 subscriptions of \$5 each.....	890 00
3 subscriptions of \$3 each.....	9 00
17 subscriptions of \$2 each.....	34 00
17 subscriptions of \$1 each.....	17 00
22 subscriptions of \$0.50 each.....	11 00
<hr/>	<hr/>
385	\$4,601 00

It will be seen from the above that the total amount subscribed up to date for both branches of the work, exclusive of subscriptions for a park in Wingra Park Subdivision, considered later, for the present year, is \$10,200; and that the total number of separate subscriptions for both branches of the work is 1,108.

By reason of absence from the city, or other cause, certain persons have not yet been seen who will undoubtedly contribute for the present year's work.

To raise this year the sum of \$10,200 furnishes, under all the circumstances, the strongest proof of the general interest in the work of the association. Our citizens have been asked this spring to donate to so many worthy causes that it was feared by some that our work must necessarily suffer. It seems that this feeling was not well founded.

Special attention is called to the 464 \$5.00 subscriptions to the general work of the association. This exceeds by 86 the largest number of such subscriptions in any previous year. An examination of this list will show, as no other one thing does, the hold that this association has upon all parts of the city and upon all classes of our citizens. But few of these contributors are men of wealth. Most of them possess but moderate means, or receive but a moderate salary, and many of them are also subscribers to the Yahara river improvement fund.

But the above sum of \$10,200.00 by no means represents the total amount that the people of this city have voluntarily contributed to the work of this association the present year. In addition to the above, there has been donated for securing the land and improving the same for a park in the tenth ward of the city, formerly known as Wingra Park Subdivision, the following sums:

Subscriptions for a Park in Wingra Park.

2 subscriptions of \$1,100 each.....	\$ 2,200 00
1 subscription of \$1,000.....	1,000 00
1 subscription of \$650.....	650 00
2 subscriptions of \$550 each.....	1,100 00
1 subscription of \$500.....	500 00
1 subscription of \$225.....	225 00
1 subscription of \$200.....	200 00
2 subscriptions of \$150 each.....	300 00
1 subscription of \$125.....	125 00
13 subscriptions of \$100 each.....	1,300 00
4 subscriptions of \$75 each.....	300 00
20 subscriptions of \$50 each.....	1,000 00
1 subscription of \$35.....	35 00
4 subscriptions of \$30 each.....	120 00
26 subscriptions of \$25 each.....	650 00
8 subscriptions of \$20 each.....	160 00
3 subscriptions of \$15 each.....	45 00
19 subscriptions of \$10 each.....	190 00
13 subscriptions of \$5 each.....	65 00
1 subscription of \$2.....	2 00
4 subscriptions of \$1 each.....	4 00
—	—
128	\$10,171 00
Mr. and Mrs. William F. Vilas, gift for the purchase of the land for this park.....	18,000 00
	—
	\$28,171 00

Subscriptions for Improving Monona Lake Park.

There has also been subscribed, up to date, for the improvement of Monona Lake Park the sum of \$1,100, and it is expected that nine hundred more additional subscriptions will be made for this purpose..... \$1,100 00

Total Subscriptions up to April 18, 1904.

Amount contributed prior to Jan. 1, 1904.....	\$ 76,551 10
Amount contributed in money for all purposes for the year 1904.....	39,471 00
	<hr/>
Total contributions up to date.....	\$116,022 00

Subscriptions for General Work Substantially all Paid.

Of the total amount of \$55,504.86 subscribed prior to Jan. 1, 1904, exclusive of subscriptions for the Yahara River improvement, all has been paid except \$412.25. Of this sum \$49.25 belong to the subscriptions of 1897; \$5 to those of 1898; \$28 to those of 1899; \$25 to those of 1900; \$28 to those of 1901; \$97 to those of 1902; \$180 to those of 1903. We expect that the larger part, at least one-half, of this latter sum will yet be paid. The above shows a loss in collecting subscriptions, amounting to \$55,504.86, and extending over twelve years, of less than three-fourths 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.

Yahara River Improvement Subscriptions.

Of the \$21,046.24 subscribed in 1903 for the Yahara River improvement, there remains unpaid at this date, the sum of \$3,105. Of this amount, \$600, by the terms of a subscription contract, falls due the present season. Deducting this latter sum, there remains past due and unpaid of the Yahara River subscriptions \$2,505. Thus far, it has not been necessary to especially crowd the payment of these subscriptions. We have had, at all times, since the improvement was commenced,

sufficient money in the fund to meet all obligations. But it is now necessary to insist upon the prompt payment of these past due subscriptions, or we shall be compelled to borrow money to meet our obligations. It has always been the policy of this association not to run in debt, and to collect every subscription made.

Need of Paying Subscriptions Promptly.

Prompt payment of all subscriptions would greatly lessen the labors of our treasurer, Frank W. Hoyt. For ten years he has acted continuously as the treasurer of the association without compensation. During this period he has collected and disbursed over \$63,000, and no one has ever discovered the slightest error or mistake in his accounts. His carefully prepared reports showing every subscription made and every item of expenditure made, which have been sent to each subscriber, have, as much as any one thing, created and strengthened public confidence in the work of the association. It is hoped that the members, on receiving notice that their subscription is due, will lighten the labors of Mr. Hoyt by making prompt remittance.

Planting of Trees, Shrubs and Vines.

There were planted by the association along the drives, on Governor's Island and in Tenney Park, in the spring of 1903, 4,996 deciduous trees, 502 evergreens, 4,862 shrubs, 75 vines and 3,205 wild flowers, making a total of 13,636. Of the 4,996 deciduous trees planted, 3,588 were gathered in this vicinity, and most of the remaining 1,910 were obtained from the nursery of the association. Of the 4,862 shrubs planted, 3,550 were collected in this vicinity. The total amount paid for the trees, shrubs, vines and flowers purchased, including freight and cartage, was \$537.12. Of this sum there was returned by the State Board of Control for planting done by the

association on portions of Governor's Island, according to agreement, \$148.57, leaving, as paid by the association, \$388.61.

The total planting of trees, vines and shrubs for the year 1901 was 10,016, and for the year 1902, 10,482. Thus, the total planting for the past three years amounts to 34,134.

Permanent Work on Lake Mendota Drive.

That portion of the Lake Mendota drive which extends west from Prof. Parkinson's cottage to the Mendota Beach plat was graded ready for macadam in the fall of 1902, at an expense, for the gradeing, of about \$200. Last year this portion of the drive, being some less than one-third of a mile in length, was permanently improved and macadamized. The labor and material cost \$396.00.

Steam Roller Paid For.

Three years ago this spring there was purchased from the Kelley Manufacturing Company of Springfield, Ohio, a six ton golf-link steam roller for \$1,800. One quarter of the purchase price was paid down, and three notes of \$450 each, drawing six per cent. interest, were given for the remainder of the purchase price. The last of these notes falls due May 1 next. When this note is paid, the association will own, free from debt, a steam roller exceedingly well adapted for our work. This roller has done excellent service the past three years.

Purchasing of a Team.

The directors, after careful consideration, purchased this spring a team of horses for work upon the drives. The team cost \$375.00. It is an excellent team of large, young Norman horses, well broken, one four and the other five years old. The purchase was made for the directors by Mr. E. C. Hammers-

ley, who charged nothing for his services. It was thought best, for a number of reasons, that the association should own at least one team. A good small horse barn, that will accommodate four horses, was removed by the association from the lots donated by Burr W. Jones for a playground, upon the half block owned by the city for housing its tools. The horses will be kept in this barn, which is conveniently located.

An Employer for Each Drive.

The plan pursued the past two years will be followed this year of engaging a man for each of the two systems of drives, whose special business it will 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 planted along the driveways.

Rules to be Observed by All.

Each year the drives, and grounds through which they pass, are being frequented by a larger number of persons. This is as it should be. But this increased use demands increased care and caution on the part of each. There are certain things that ought never to be done.

1. The trees, shrubs, vines and flowers growing along the drives or in the grounds through which they pass, whether native or cultivated, should be let alone entirely. This statement, it will be observed, covers wild flowers. If these drives are to be a source of enjoyment to all, the only safe rule for each is to "keep hands off." Any other rule will result in the extermination of the choicest of the wild flowers and the mutilation of the trees, shrubs and vines.

2. No one should ever drop or scatter any paper or litter of any kind along the drives. Nothing gives a public street, or drive or park, a more neglected and unkempt appearance than the scattering of newspapers, lunch boxes, etc.



IN THE RAYMER WOODS

3. Those using the drives and grounds for picnicing purposes should see to it that no paper, egg-shells, or parts of lunch boxes are left to disfigure the grounds. All such litter should be carefully picked up, taken back to the home, and there burned.

4. No one should ever throw a lighted match or part of a lighted cigar into the leaves along the roadside. One such careless act might destroy the finest portion of the drives and adjoining woods, and result in damage that twenty years would not repair.

5. These drives are narrow, and often pretty well crowded with teams. Under such circumstances, it is good manners, if one does not wish to drive as rapidly as the person that may be following, to turn aside and allow such person to pass. Such courtesy will always be appreciated.

Automobiles on the Drives.

No question ever came before the directors of the association that caused them more trouble, or that was more thoroughly considered than that of admitting automobiles to the drives. After the matter had been thoroughly discussed for months, it was finally decided Sept. 27, 1903, by the board, one member voting in the negative, to permit automobiles on each of the drives for two half days in each month, under the following rules:

“Subject at all times to the discretion of the board of directors of the association, automobiles will be allowed upon the pleasure drives under the control of the Madison Park and Pleasure Drive Association, under the following rules and regulations, and such amendments thereto as may from time to time be prescribed by the directors.

“Rule 1. Only such automobiles and persons in charge of the same as shall have been duly licensed by the Madison Park and Pleasure Drive Association shall be permitted to use the pleasure drives under the control of said association.

“Rule 2. Each applicant for a license, either for a person or for a machine, shall present his application in the form of a written recommendation from the Madison Automobile

League, which shall set forth the name of the person and the number and full description of the machine for which a license is requested. The precise form of the recommendation is to be determined by the president of the Madison Automobile League and the president of the Madison Park and Pleasure Drive Association in joint conference. Such license is to be issued and signed by the president and secretary of the Madison Park and Pleasure Drive Association and is not transferable. The Madison Park and Pleasure Drive Association reserves the full right to revoke any, or all licenses at any time it shall deem such revocation essential to the best interests and greatest safety of those who frequent the drives.

“Rule 3. Every automobile using said drives shall be provided with a suitable brake or brakes, to enable such vehicles to be brought immediately to a dead standstill and locked, and shall also be supplied with a bell, and with suitable lamps on each side of the vehicle which shall be kept lighted during such time after night as such vehicle shall be in use.

“Rule 4. While using said drives automobiles shall go in such direction on the different portions of the drives as shall be indicated by signs placed along the same.

“Rule 5. Upon meeting or passing a horse, the person having charge of the automobile shall reduce its speed to the equivalent of a horse's walking gait, and, if the driver of the horse shall, by raising the hand or by some other intelligible signal, indicate a request for said automobile to stop, the operator of said automobile shall at once bring his vehicle and the engine to a full stop, and shall get out and assist the driver of the horse by leading the horse past the automobile, or by such other act as may seem necessary to enable the vehicle to pass safely.

“Rule 6. No automobile shall run on any of said drives at a speed exceeding eight miles per hour, and shall only run at such a speed on those parts of the drives where there shall be an unobstructed view of the roadway at least for 300 feet in front of such vehicle.

“Rule 7. In crossing connecting roads and drives and at turns and windings in the road and where, for any reason, there shall not be a clear and unobstructed view of said roadway for at least 300 feet in front of such vehicle, the person having charge of the power of such vehicle shall decrease the speed thereof to four miles per hour or less, and where the roadway shall not be visible for 50 feet or more in front of said vehicle, shall sound a bell at intervals of not more than ten seconds.

“Rule 8. Subject to the above rules automobiles will be allowed upon the drives controlled by said association on the following days:

“On all drives west and south of the city of Madison, on Tuesdays after the hour of 12 o'clock, noon, and on Thursdays before the hour of 12 o'clock, noon.

“On all drives north and east of the city of Madison on Wednesdays before the hour of 12 o'clock, noon, and on Fridays after the hour of 12 o'clock, noon.”

On April 2, 1904, the above rules were modified as follows:

“Automobiles are wholly excluded from that portion of the east system of drives, commonly known as Farwell drive, from the entrance on the Hoven land through Maple Bluff to a point north of Frank Wootton's cottage where the road, extending from the Westport road across Mr. Woodard's farm, intersects the lake shore drive proper. In exchange for the above restriction, automobiles are allowed on the west system of drives on the first and third Sundays, and on the east system on the second and fourth Sundays, of each month, until nine o'clock in the morning only.”

It was thought that few people would wish to use the drives before nine o'clock on Sundays, and in case any one should, one of the two systems of drives would, at all times, be free from automobiles.

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 \$15,158.30. There was added to this park during the year five lots lying in Willow Park subdivision, between Sherman avenue and Lake Mendota. These were purchased by the city and paid for out of the \$35,000 park fund. There was paid for three of these lots, 50, 51 and 52, \$3,750; for the other two, 48 and 49, \$3,000, making \$6,750 for the five. These lots add 250 feet to the lake shore of Tenney Park. This park now has lake shore frontage of about 700 feet, the only Mendota lake shore owned by the city, and it furnishes the only access to this lake for the public, aside from street ends.

It was a condition of the purchase of these lots, imposed by the common council, that this association should assume the burden of properly filling them. This work was nearly completed last year at a cost of \$969.05 for 3,626 loads of filling. This filling was obtained from the dredging of the upper end of the river. The filling will be completed this spring, the ground properly graded and covered with about three inches of good soil, and then seeded. The cost of this filling and of the lots, added to the above \$15,158.30, makes \$22,877.35 as the total cost of the park up to date.

The addition of this 250 feet of lake shore was much needed, and it was good business judgment for the city to make the purchase. Some criticism was indulged in at the time of the price paid. But the best evidence of the value of property is what it sells for in cash. Shortly after the city bought lots 48 and 49 for \$3,000, the same company from which the city purchased sold the adjoining lot, 47, for \$2,000. The fact is, the city paid for these two lots less than they could have been sold for, at the time, to other parties.

Park Maintained by City.

There was appropriated by the common council last year the sum of \$500 for maintaining the park. This money was paid to our association and expended under its supervision. An itemized statement of such expenditure has been filed with the city clerk. The amount expended was \$493.01.

Park Seats Needed.

The number of people who use this park is rapidly increasing, and the time has come when some appropriate seats should be purchased and suitably placed in the park. It is hoped that these will be secured the present season either through city aid or that of some generous patron of the park.

An Additional Foot Bridge for the Park.

Such a bridge is much needed at a point about opposite the seventh ward school house, so as to connect directly with the large open space in the park, and thereby furnish opportunity for play and recreation to the school children and others. It was hoped and expected that such a bridge would be constructed last season. We trust that in some way this much needed bridge may be secured the present year.

Samuel A. Nielson, Park Superintendent.

During the past three years, Dr. Samuel A. Nielson has acted, under the appointment of the directors, as superintendent of the park. He has kindly consented to act in the same capacity for the present year. His services have been so intelligently rendered that it is hoped when the Yahara river improvement is completed he may be persuaded to take under his supervision the superintendence of the parkway along either bank of the river.

The Yahara River Improvement.

The nature of this improvement is well understood. The report of last year contained a carefully prepared statement of what had been done toward securing this improvement up to that time. We desire in this report to bring the record down to date. Those who subscribed over \$21,000 last year for this work are entitled to know how their money has been expended and what is being accomplished.

Contract Between the City and the Association.

The only portion of this improvement that the city bound itself to perform was the erection of a new bridge across the river on Williamson street. It is conceded by all that a new bridge at this point is demanded, independent of this im-

provement. Our association even assumed the burden of raising the other three city bridges the necessary height to give the eight feet clearance required by the law passed by the last legislature. The cost of raising these three bridges was estimated by Prof. W. D. Taylor at \$1,002. This burden should never have been cast upon our association. It fell properly to the city. Later, this agreement between the city and the association was modified, the city agreeing to raise the three bridges, and the association agreeing to put in place for the city not less than 5,000 cubic yards of filling measured in excavation. Such filling, at ruling prices, would cost the city from thirty-five to forty cents per cubic yard, or from \$1,750 to \$2,000. Hence, the modification of the contract was in the interest of the city; at the same time it was in the interest of the association. The association is not equipped for raising bridges, and the improvement of the river banks and of Water street demand the filling.

Dredging Done by the Day.

The contract for the dredging of the river, between the lock and Williamson street bridge, was let to N. J. Johnson of Oconomowoc by the day, or rather by the hour. He is paid \$2.50 per hour, or \$25 for ten hours' work. In case the dredge, from breakage or any other cause, stops more than twenty minutes, such excess is not counted.

Usually it is considered better to let a contract of this kind for so much per cubic yard of material excavated. The directors at first were of this opinion. It was only after a most careful investigation that a different conclusion was reached. The elements entering into the problem of dredging and deepening this river and of filling and parking its banks were many of them uncertain and difficult to determine with any accuracy in advance. In some places much more filling is needed than in others, depending upon the width and character of the land that is being converted into a park. This

fact modifies the depth of the dredging. Moreover, this river, between the two lakes, is spanned by eight bridges, four city and four railroad bridges. It is necessary, in order to get the dredge under most of these bridges, to take down and put up again a large part of the top of the dredge. Each time Mr. Johnson is compelled to do this he is to be paid \$50.00. This will scarcely cover the actual cost of the labor to him. Some special device must be constructed for dredging the river under each of the bridges. Mr. Johnson will furnish the necessary machinery for this portion of the work at a price to be agreed upon. Before the improvement is completed, dredging must be done from the entrance of the lock out into Lake Mendota several hundred feet to the northwest, so as to make a channel that will furnish, at all times, a depth of water sufficient for all boats and launches to pass through the lock and under the bridges. This work necessitates getting the dredge up over the dam and back again. This and other elements of uncertainty made it difficult to let this portion of the work by contract at so much per cubic yard. It is but just to say that Mr. Johnson has proven most satisfactory in his work.

Contract Let to Clarke & Thomas.

A contract was let to Clarke & Thomas for the improvement of that portion of the river lying between Williamson street bridge and Lake Monona at \$3,880. Under this contract, they agreed to excavate a channel sixty feet in width, the central forty feet of which shall be six feet in depth throughout at the ordinary stage of water, to fill a park strip fifty feet in width on either side of the river to a height three feet above the ordinary stage of water, and convey title to the association of the fifty foot strip on the northeasterly side of the river, between Williamson street bridge and the lake, including about four hundred feet in length of land made by filling out into Lake Monona beyond Rutledge street

to the established dock line. They also agree for the above sum to execute the contract between the association and the Fauerbach Brewing Company as to certain improvements which the association agreed to make for that company in consideration of the removal of a building, and the deeding of certain land adjoining the river to the association. These improvements would have cost the association \$1,380. Hence, the total cost to the association for the dredging of the river and the filling of the fifty foot strip on either side for park purposes ready for the putting on of the top soil below Williamson street will be \$3,880. In case these contractors do not or cannot perform all of the work, it is a part of the agreement between them and the association that Mr. Johnson shall complete the work, they paying Mr. Johnson the same as he is paid by the association.

Cost of the Improvement to April 1, 1904.

As shown by the treasurer's report, there was paid out on account of this improvement as of April 1, 1904, the sum of \$14,867.05. This includes the amount earned by Mr. Johnson for dredging to the close of March, excepting \$500 retained by the association under the contract until the completion of the work.

An analysis of the treasurer's report shows that there has been paid to Mr. Johnson for dredging \$5,544.71. There has been paid on the Clarke & Thomas contract \$1,000. The total cost of the lock was \$6,430. Of this sum, \$6,000 was paid to George C. Sayle, the contractor, \$130 to James W. Gilman for work as inspector, and \$300 to Prof. W. D. Taylor for plans and specifications and for work as supervising engineer. Prof. Taylor, subscribed, however, \$220 out of the \$300, so that in fact he was paid for all of his work on the lock only \$80.00. There has been paid for labor of men and teams, putting dirt in place for parkway along river, \$1,361.65. There was paid A. O. Fox for filling on land that

went to George B. Burrows on a division between Mr. Fox and Mr. Burrows, \$100. This item will be explained under another head. The remainder of \$430.49 expended thus far was for miscellaneous items, such as scrapers, plows, drain pipe, freight and drayage, postage, amount paid for collecting subscriptions, recording contracts, amount paid for dirt for top dressing, etc.

Funds Available for Completion of Improvement.

Deducting the amount thus far paid out of \$14,867.05 from the \$21,046.24, total amount subscribed last year, leaves unexpended of last year's subscriptions \$6,179.19. Add to this the sum of \$4,601.00 subscribed this year for this special work, and we have an available fund of \$10,780.19 for the completion of this work, provided all subscriptions are paid in full. There must yet be paid on the Clarke & Thomas contract for the completion of the work below Williamson street bridge the sum of \$2,880. We owe Mr. Johnson \$500 that was earned prior to April 1, 1904, and retained by the association until the completion of the work. Deducting these two sums from the above \$10,780.19, leaves \$7,400.19 with which to complete the dredging and filling, as the work stood on April 1, above Williamson street, and to cover all of the park area with good top soil about three inches in depth on each side of the river from one lake to the other. It is estimated that this latter item will cost about \$2,500. A contract has already been let under which the whole of this area is to be covered the present year for fifty cents per cubic yard, measured in excavation, and it is thought that about 5,000 cubic yards of dirt will be needed. Hence, after deducting \$2,500 for the top dressing, there will be left for finishing the dredging and filling between Williamson street and Lake Mendota, and for the dredging of Lake Mendota northwest of the lock, the sum of \$4,900.19. This sum will scarcely be sufficient to complete the work, ready for seeding and planting. It will probably need an additional \$1,000 at least.



ON
RAYMER
FARM

Extent of Park Area Secured.

This improvement comprises more than the dredging of the river and the construction of the lock. Had this been the extent of the work, the subscriptions of last year would have largely exceeded the amount required. But we are securing not only a waterway between Mendota and Monona. We are making out of the bog and swamp along either bank of the river a parkway, which, when finished, will comprise fully ten acres of land. To many this parkway is quite as important and quite as valuable as the waterway. One supplements the other.

A statement should be here made, in addition to that of one year ago, as to what has been done to secure some more land on the southwest side of the river between Tenney Park, or East Johnson street, and Wilson street. Commencing at East Johnson street and going east, there has been secured the following land: Lot 9, block 221, adjoining Water street, was purchased from B. M. Minch for \$550. The northeast fifty feet of lot 10, in the same block, was purchased by the city from the Starks-Levis Land Company for \$600. These amounts, aggregating \$1,150, were paid out of the \$35,000, park fund. Off from the northeast end of block 222, lying between East Dayton and East Mifflin streets, title has been secured to a piece of land thirty-eight feet in width on East Dayton and thirty feet in width on East Mifflin streets, extending across the block. Out of the east corner of block 223, which lies between East Mifflin street and East Washington avenue, title has been secured to a triangular piece of ground measuring 66 feet on East Washington avenue and 170 feet along East Water street. Off from the northeast end of the three blocks, lying between East Washington avenue and Wilson street, title was first secured to a strip of land 66 feet wide adjoining Water street. Later a deed was secured of an additional strip of land 118 feet in width across block 240 and adjoining the first strip conveyed. The securing of this land will enable the city to vacate Water

street from East Johnson street to Wilson street, and to relocate the same farther back from the river, thus placing a park strip between the street and the water and removing the necessity of making a deep fill along Water street. Any one can easily appreciate how much this change will add to the improvement.

The city paid nothing in money for any of the above pieces of land, except the first two. Bridge street, which extended from East Washington avenue diagonally across three blocks to Wilson street, was vacated; also East Mifflin street between Dickinson and Water streets; also the northeast 51 feet of Dickinson street between East Washington avenue and East Mifflin street. The parties who were benefitted by the vacation of these streets, or parts of streets, gave to the city an equal area of land adjoining Water street. In making the division between A. O. Fox and George B. Burrows, after the conveyance of the 66 feet had been made to the city, certain land fell to Mr. Burrows that had but recently been filled by Mr. Fox, at a cost of \$300. Mr. Burrows paid to Mr. Fox \$100, the association paid \$100, and Mr. Fox sustained a loss of the other \$100.

It was impossible to secure any agreement with Mrs. William Voss for a 50 foot strip of land adjoining the river on the northeast side, between East Main and Railroad streets. Hence, condemnation proceedings were finally instituted in the county court, and the jury awarded \$350 as damages. This money has been placed in the city treasurer's hands for Mrs. Voss. She has appealed to the circuit court. The appeal has not yet been determined. This land is to be paid for out of the \$35,000 park fund.

Cost to the City for the Improvement.

The city has paid, as shown above, for park land, out of the \$35,000 park fund for this improvement, \$1,500, and the cost of raising the three bridges above Williamson street will not exceed \$1,000, making in all \$2,500. This represents

the total expense to the city that can fairly be charged to this improvement. The new bridge at Williamson street was a necessity, aside from this improvement.

Now, what amount has this association expended, or will expend, in completing this improvement? We shall expend not less than \$10,000 in filling the park land and streets along the river. This is in addition to the expense of dredging the river and constructing the lock. In other words, the city gets through this association, in addition to the deepening and cleaning of the river and connecting of the lakes, ten acres of park land, filled and prepared for park purposes, at an expense to the city of \$2,500, as against about \$26,000 voluntarily contributed by the members of this association.

These facts need to be remembered in connection with some criticism that has been made by a few, that this improvement was burdensome to the city.

Steel Concrete Bridge.

This river is now spanned by four city, and four railway bridges. There will be needed, at some time, two additional city bridges, one on Rutledge street and one on East Johnson street. Only one of the present four city bridges, that on Sherman avenue, can be said to be at all permanent. This is an ugly stock steel truss bridge. Its ugliness must be endured for many years,—until, perhaps, some generous, public spirited citizen of Madison, interested in public or municipal art, donates to the city a sum sufficient to construct at this point an appropriate memorial bridge.

The question was pending before the common council for a whole year whether the proposed new bridge on Williamson street should be a repetition of the hopelessly, unaesthetic steel truss bridge on Sherman avenue, or a cement arch bridge that should combine the qualities of permanence and beauty. Finally, the common council, following the sensible and business like recommendation of the new mayor, Mr. W.



FARWELL DRIVE--FARWELL POINT

D. Curtis, voted, on April 26, by 16 for to 2 against, in favor of the cement bridge.

The only objection possessing any merit, made against the cement arch bridge, was its first cost. But the result of competitive bids showed this objection was not well founded. The lowest bid for the steel truss bridge, not including any floor or pavement, was \$5,500. The bid accepted by the common council for the cement arch bridge, which was accompanied by a \$2,000 bond guaranteeing the bridge against cracking or other defects for a period of five years, including the floor or brick pavement, was \$6,042. The floor or pavement was estimated at \$480. Add this to the \$5,500, makes \$5,980 for the steel bridge, or \$62 less than the cement arch bridge. But the bid for the latter bridge includes twenty-six feet of street paving, thirteen feet at each end of the bridge, not covered by the bid for the steel bridge, and such pavement would cost more than \$62.

Even were the first cost of the cement bridge several hundred dollars in excess of the first cost of the steel bridge, it would be economy to construct the cement bridge. Such a bridge will be permanent. It will cost nothing from year to year for painting and repairs. It will, if properly constructed, endure forever—so far as any thing in this world can be said to possess this quality.

But there is another very sufficient reason why the cement arch, instead of an ugly steel truss bridge, should be built at this point. It will be an object of beauty, and no new bridge should be constructed across this river which does not combine beauty with utility. This river, connecting these two lakes, is one of the unique features of Madison. It presents, in the half dozen bridges that must ultimately span it, a fine opportunity for artistic effect. A recent writer on Modern Civic Art has well said: "Let it be recalled that while the purpose of the bridge is utilitarian, there is no other structure in the city that has greater permanence or a greater prominence, for good or ill. There is nothing that

should be built with more consideration for the artistic result. * * Today in an industrial age, it may be remarked, the bridge and viaduct are to us about what the town gate was to the builders of ancient times, so that it behooves us to demand not merely strength but dignity and civic splendor in their construction. Every city bridge is an opportunity." It cannot be too often stated that nothing pays so well as beauty, and that this constitutes a large part of the capital of Madison. "Beauty is quite as much an asset of a city as are its chambers of commerce and its humming factories. There is an increasing number of people in this country who are largely influenced in their choice of a home by the relative attractiveness of different places. Money which a city spends for parks and for adornment is by no means to be credited to the charity account. It is a wise investment."

The generous citizens of Madison having voluntarily contributed some \$26,000 for this improvement, and the railway companies a still larger sum, is it asking too much that the city shall, as to new bridges crossing this river, see that they are constructed of appropriate material and of artistic design? Contrast the impression made, as one moves up the river from one lake to the other in his boat or launch, in the one case passing under six ugly steel truss bridges such as that on Sherman avenue, in the other, under as many cement arch bridges with their graceful and pleasing curves. Is it not worth while, even from the low standard of dollars and cents, to make the latter rather than the former impression?

Liberal Aid by the Railway Companies.

The Northwestern Railway Company expended on this improvement, in raising its tracks and bridges, the sum of \$30,300. The amount expended by the Chicago, Milwaukee & St. Paul Company, including the cost of the two new steel bridges now being constructed, will be \$16,500; thus making the cost to both roads \$46,800 for the improvement.

We cannot speak too strongly in praise of the generous and courteous treatment which the citizens of Madison have received at the hands of these two railway companies in the making of this improvement, and we wish here to record our appreciation of the service rendered. These roads not only did their work promptly; they did and are doing voluntarily much more than was required of them by the law enacted by the last legislature, and they voluntarily consented to do all that this law demands long before the law was enacted.

Funds Separately Accounted for.

The subscriptions for this improvement, both for last year and for the present year, have been kept separate, and a separate account is kept of all moneys expended on the improvement. Between \$400 and \$500 belonging to this fund have been expended on the general work of the association. This amount will be returned to this fund out of the subscriptions for the general work for the present year.

East Washington Avenue Boulevard.

On April 21, 1903, the common council, by resolution, requested this association to co-operate with the city in the proposed improvement of East Washington avenue from Pinckney street to the city limits, to the extent of meeting the expense of securing from some competent landscape architect some plan for the improvement of said avenue. Acting under this request, this association employed Mr. O. C. Simonds, of Chicago, who prepared such a plan for \$100, which was paid by the association. One copy of the plan was filed with the city clerk and has been examined by many; but the council has not, as yet, taken any action concerning it. It is hoped that the present council may, at an early date, adopt the plan, and that the same may then be adhered to in the improvement of the avenue.

Omitting the first two blocks, concerning which there is some difference of opinion as to how they should be treated, the plan for improving the remainder of the avenue, as suggested by Mr. Simonds, is substantially as follows: Six feet on either side of the avenue is set apart for sidewalk purposes. Between the walk and the curb there is planned an eleven foot grass plat. In this space there is to be planted throughout the length of the avenue, on either side, one row of trees. Next this eleven foot strip, there is to be on either side a twenty-four foot roadway. This arrangement leaves fifty feet in the center of the avenue. This central fifty feet is to be parked. The plan specifies the proposed planting for this central portion for each block throughout the avenue. The greater portion of it is to be left unplanted, and no high growing trees are to be planted on it. The sun will have free access to this portion of the avenue, and the view, as one comes toward the capitol, will be quite unobstructed, were it not for the unfortunate placing of the water tower. It may surprise some to know that in this central fifty feet of the avenue, after excluding all street area, there will be some ten acres of park space.

Mr. Simonds' plan also shows a sketch of a suitable bridge over the river, consisting of three arches, the central one with a thirty foot opening and a smaller arch on either side with a fifteen foot opening.

Under a law passed by the last legislature, this avenue can be improved at the expense of the adjoining property. Such an improvement will easily double the value of such property.

I heartily concur with the recommendations of Mayor Curtis that this avenue should receive the attention of the common council as soon as possible, and in the further statement that it "could and should be made one of the most beautiful streets in the city." The boulevarding of this broad avenue, and the Yahara river improvement, each containing a park area of about ten acres, exclusive of Tenney park, and cross-

ing each other at about right angles, the later extending across the city from lake to lake with a beautiful waterway comprising another ten acres in area in its center, and the former from the capitol square to the city limits, a distance of two and a quarter miles, will, in a large measure, reclaim a large part of the eastern portion of our city which, until recently, if not unsanitary, was most unsightly.

Henry Vilas Park.

In the spring or early summer of 1903, Dr. Edward Kramers and Congressman H. C. Adams suggested that the whole of the land on Lake Wingra, in Wingra Park, extending from Warren street on the east to Edgewood avenue on the west, should be secured for a public park. The tract comprises some twenty-five acres of land beautifully located and admirably adapted for park purposes. This plan was large and somewhat bold, and could not succeed unless some generous and public spirited citizen could be found who would contribute the whole, or most, of the money necessary, to purchase the land. It was understood that the twenty-five acres would cost about \$20,000. Later the plan was submitted to Senator Wm. F. Vilas just before he started on his trip across the water. He then made no promises, but suggested that it would be well to secure options on the land, and stated that he would consider the matter upon his return. The options were secured, as suggested. In October, after the return of Mr. Vilas, it was stated to him that if some one would give \$15,000 toward the purchase of the land, an additional \$10,000 could probably be raised by voluntary contributions; that these sums would buy the land and leave some \$5,000 with which to improve it. His reply was that if he decided to help secure the park, he should prefer to give the whole of the money necessary to purchase the land, so that the whole of the \$10,000 that might be subscribed could be devoted to improving the land for park purposes. We acted upon his liberal suggestion.

Senator Vilas Buys the Land.

The following letter explains itself:

“MADISON, WIS., Apr. 25, 1904.

Mr. John M. Olin, President Madison Park and Pleasure Drive Association, Madison, Wis.

My Dear Sir,—Pursuant to previous conversations and transactions of which you have been cognizant, Mrs. Vilas and myself proffer to your association the following described land, situated in the city of Madison, county of Dane, and state of Wisconsin, and bounded as follows, to-wit: Commencing on the center line of Warren street at the margin of Lake Wingra, and extending thence north along the center line of Warren street to the center line of Drake street, thence west along the center line of Drake street to the center line of Garfield street, thence north along the center line of Garfield street to the center line of Grant street, thence northwest along the center line of Grant street to the northwest line or side of the alley in block twenty-two, thence southwesterly along the northwest line of said alley through block twenty-two, and along the northwest line of the alley in block twenty-three to the center of Van Buren street, thence northwesterly along the center line of Van Buren street to the center line of Jackson street, thence southwesterly along the center line of Jackson street to the southwestern boundary of Wingra Park, thence along said southwestern boundary of Wingra Park to Lake Wingra, and thence along the water margin of Lake Wingra to the point of beginning.

To be conveyed to the Madison Park and Pleasure Drive Association, in trust for the city of Madison, according to the terms and provisions of chapter 59, of the laws of 1899, for the purposes of a public park and pleasure ground, and to be held by said association, or said city, so long as the same shall be maintained in good and proper condition and used for such purposes, and upon the cessation of such use, or the failure of due and proper maintenance for such use, the same to vest in the Regents of the University of Wisconsin, or in the State of Wisconsin, in trust for the University.

But we shall desire to attach as conditions upon this grant, which have been discussed between us, and you are aware are not affixed for any other purpose than to secure the due and sufficient preparation of said premises for the purposes designed, the following:

First.—That the Lake Wingra run, or creek, connecting the waters of Lake Wingra with the waters of Lake Monona,

shall be, at the earliest practicable date, and at least within eighteen months, improved by dredging, widening and deepening the said run or creek, so that the same, when so improved, shall be, throughout its entire length, except where it passes through the culverts or bridges of the Chicago & Northwestern Railway Company, and the bridge of the Chicago, Milwaukee & St. Paul Railway Company, and the public bridges across the same, not less than twenty-five feet in width between its banks, and that the water therein shall be of a depth not less, throughout its entire length, than four feet, and that a passageway of not less than twenty feet shall be obtained through all of said bridges, except the stone culvert on the main line of the Chicago & Northwestern Railway already constructed, and that said creek, when so improved, shall furnish a good and sufficient waterway for the passage of all kinds of boats and launches not requiring to exceed an eight foot clearance above the level of the water in said creek when so improved; and that the said Chicago & Northwestern Railway and the said Chicago, Milwaukee & St. Paul Railway Company shall make such changes in their bridges and culverts, already mentioned, as shall be necessary to the end proposed. The latter provision has been already so far negotiated with the said companies by yourself as to justify, from what has passed, not less than from the well known liberality of the companies in all matters of like public interest and benefit, the expectation of their ready acquiescence in all that is necessary to the performance of this condition on their part.

Second.—That within a period of two years there shall be expended in draining, filling and improving the natural surface of the ground to the uses intended, and in dredging and filling along the lake margin of the same, not less than \$10,000; which sum is mentioned, because by the generosity of a number of companies and gentlemen interested in Wingra Park and the western part of Madison, a sufficient sum for that purpose has already been raised.

Third.—That the Madison Park and Pleasure Drive Association shall cause a driveway to be constructed through the land owned by the St. Clara College and under the management of the Order of the Dominican Sisters, in the northwest quarter of section 27, township 7, north, of range 9 east, in direct westerly continuance from the lands proposed for the purposes of the Park, and according to the terms of the contract already executed and exchanged between the St. Clara College and your association, the said improvement to be made within two years from the date of this conveyance.



WINTER--OLD QUARRY

Fourth.—That all the alleys and streets, or parts of streets, which lie within the boundaries before mentioned, shall be duly vacated by competent authority as soon as practicable, so that the entire area shall be available to the uses of the park according to plans which may be devised therefor; to which end you are authorized to proceed without delay.

Fifth.—We shall be pleased if the name of the “Henry Vilas Park” should meet the approbation of the directors of your association, that it may remain a memorial of our son.

Title to all of the foregoing property has been vested in my wife and myself, except to two lots for which an option was given, and the election to buy was made within the limited time, but the deed has not yet been obtained because of the absence from this country of the grantor. It is expected in due course, but until received this offer of a grant must necessarily be qualified to that extent. When that title shall have been obtained, we shall be ready to execute a proper conveyance to give due effect to the terms of this offer. Meantime, this is equally obligatory.

Very respectfully yours,

WM. F. VILAS.”

At a meeting of the directors of the association, held April 30th, 1904, the following resolutions were unanimously adopted:

Resolved, that the very generous gift, offered to this association by Mr. and Mrs. William F. Vilas, of some twenty-five acres of land, in Wingra Park subdivision to the city of Madison, for the purposes of a public park and pleasure ground, be accepted, on the terms and conditions contained in a letter written by Mr. Vilas to the president of this association, dated April 25, 1904, and that the thanks of this association be tendered to Mr. and Mrs. Vilas for this liberal and public spirited act.

Resolved, further, that the directors of this association accept with great pleasure the suggestion of the donors that this park be named the “Henry Vilas Park” in memory of their son who died in the prime of his bright young manhood much beloved by the people of Madison.

Resolved further, that there be suitably placed in said park a tablet of proper design, upon which shall be inscribed, in substance, the following: “This park, the gift of William

F. Vilas and Anna M. Vilas as a memorial of their son, Henry Vilas, is held in trust for the enjoyment of the citizens of Madison in their successive generations.”

Ten Thousand Dollars Subscribed.

As soon as it was understood that this park might possibly be secured, plans were at once formed for raising the \$10,000 with which to improve it. Edward G. Kremers, L. B. Rowley, C. Westover, H. W. Hillyer and Cassius Palmer were appointed as a committee to raise this sum. Only those were to be asked to aid who might be more specially benefited by securing such a park. This committee had a difficult task before it. Ten thousand dollars was a large sum to raise from the area comprised within the limits of the new tenth ward. But this amount has been subscribed, and \$171 additional. Aside from the \$1,000 subscribed by the Madison Traction Company, the whole of this \$10,171 was contributed by those owning land within or residing within this ward. It is the most liberal subscription ever made to our work by any one section of the city.

The larger portion of this \$10,171 is to be used in improving the fifty acres of bog or marsh land above referred to. The parking of the twenty-five acres of hard land will require comparatively little outlay of money.

The Sisters' Generous Gift.

Just to the west of this proposed park lies the beautiful wooded bank, now owned by the St. Clara College, and formerly owned by Gov. Washburn. Here are some of the finest of our native trees, especially the burr oak, and along the shore of the lake are many beautiful springs, a number of which were once used by Governor Washburn, some for the propagation of fish and others as the home of a large number of beautiful swan. It is very essential to the completion of this park that a driveway, extending across it,

should have an outlet across this wooded bank, and that it should finally encircle this lake. The owner of this land, St. Clara College, more commonly spoken of as "The Sisters," has agreed, in writing, with the association to convey to it a right-of-way three rods in width across this wooded bank from Edgewood avenue to the Chase property, for park and pleasure drive purposes. It is fitting that we should here record our appreciation of this generous gift on the part of the sisters. They have by their liberality, in this matter, placed the people of Madison under much obligation to them.

Connecting Lakes Monona and Wingra.

Wingra Creek is the outlet from lake Wingra to Monona. It extends through the present Dane county fair grounds and empties into Monona at the edge of the Lakeside Assembly grounds. The elevation of Lake Wingra is about four feet above that of Lake Monona at an ordinary stage of water, and the distance between the two lakes by way of the creek is about one and one-half miles. As the plan of securing this park developed, the importance of connecting these two lakes by a waterway was realized. It was determined to obtain, if possible, title to a strip of land eight rods in width extending from one lake to the other, the center line of which should be the center line of Wingra creek. Parties owning this land have already signed contracts, agreeing to convey title to this association of such eight rod strip for most of the distance between these lakes. The work of securing these contracts was done by Leonard W. Gay, free of charge, and the association is much indebted to him for the excellent service rendered.

The plan is to excavate a channel along the line of Wingra creek between the lakes, which shall be about twenty feet wide at the bottom and thirty feet wide at the top, with a depth sufficient to afford, at all times, not less than four feet of water. At the head of the channel an inexpensive wood lock can be constructed, and thus the water in Lake Wingra



LAKE MENDOTA DRIVE--NEAR RUSTIC BRIDGE

can be held at its present height. Mr. N. J. Johnson, who is doing the dredging on the Yahara river, has agreed to cut this channel, one and a half miles in length, for \$3,000, which is a very low figure for the work. Sometime, the dirt thrown out on either side can be leveled, and the adjoining banks of the stream planted with shrubs and trees. As these in time overhang the stream, one can readily imagine what a delightful waterway this will make.

Liberality of the Railway Companies.

Wingra creek passes under three railway lines, the Prairie du Chien division of the Chicago, Milwaukee & St. Paul, and the main line and Montfort line of the Chicago & Northwestern. The St. Paul track must be raised between four and five feet, in order to furnish an eight foot clearance above the water, and a new bridge constructed. This will cost, as estimated, between \$7,000 and \$8,000. The Northwestern tracks are up high enough, and under the main line there is a masonry arch culvert thirteen feet wide and of sufficient height after the creek is deepened. But on the Montfort line a new bridge must be constructed, which is estimated to cost about \$5,000.

The getting under these railway tracks presented the greatest obstacle in connecting these lakes by a navigable waterway. It could not be accomplished except through the aid of the railway companies. They had done so much to help our work last year, that we disliked to ask further aid so soon. But, if these lakes were to be connected, we could not do otherwise. Hence, a committee of this association laid before the presidents of these two roads, Mr. Marvin Hughitt and Mr. A. J. Earling, our plans and our needs. The Northwestern Company has granted our request, and it is believed that the St. Paul Company will do the same, thereby making possible the securing of this park and the connecting of these lakes. Certainly the citizens of Madison, and every one of the more

than one thousand members of this association, have reason to be grateful to these railway companies for their generous aid, so freely given.

Purchasing of Lands by the City for Parks and Playgrounds.

On May 8, 1902, the then directors of this association, Willett S. Main, D. K. Tenney, Halle Steensland, Charles N. Brown, Ralph C. Vernon, Carl J. Hausmann, and John M. Olin, petitioned the common council to appoint a committee to investigate the desirability and feasibility of securing some lands in different parts of the city for public parks and playgrounds, and to report to the council the result of their investigation. In pursuance of this petition, a committee was appointed May 9, 1902, consisting of the mayor, J. W. Groves, and Aldermen Charles N. Brown and Frank Smith, of the council, and of L. S. Hanks, M. J. Regan, J. C. Schubert and John M. Olin. This committee made its written report, signed by all members except Alderman Smith, who was absent from the city, on the 8th day of May, 1903, recommending the purchase of certain lands named and the payment therefor by the issue of long time bonds, to the amount of \$35,000. On the 17th day of June, 1903, the council, by unanimous vote of the seventeen members present, voted in favor of issuing bonds to the amount named. Alderman Smith, the only absent member of the council, would have voted for the issue had he been present. There was realized by the city the sum of \$35,218.38. There has been expended of this money in the purchase of lands thus far \$20,635, leaving unexpended \$14,583.38. Most of the money unexpended has, however, been appropriated by the council to the securing of certain other pieces of land. In purchasing lands, the council followed, in the main, the recommendations of the committee.

Kendall Park.

On May 28, 1903, I received from Judge J. H. Carpenter, of this city, a letter, which, omitting date and address, was as follows:

"I have your favor of the 27th inst. In reply will say: I will donate and deed to the city of Madison for park, playground and kindred purposes only, lots 7, 8 and 9, of block 170, of said city, on the following conditions:

"*First.*—The city to secure and dedicate for like purposes, on or before July 15, 1903, lots 10, 11 and 12 of the same block.

"*Second.*—The city to improve the entire six lots by grading, setting out trees, etc., on or before the end of the year 1904.

"*Third.*—Permit me to name the entire tract."

The generous offer of Judge Carpenter was accepted by the council on the conditions named. Later the council purchased said lots 10, 11 and 12, paying \$2,000 therefor out of the park fund. This park comprises one and one-half acres, exclusive of streets, and has been named by Judge Carpenter "Kendall Park," in memory of the name of his deceased wife. The property donated by Judge Carpenter is worth not less than \$2,000.

Burr Jones Field.

On May 4, 1903, Hon. Burr W. Jones, of this city, generously proposed to convey to the city lots 8, 9, 10 and 11, and the undivided half of lot 7, in block 133, in the city of Madison, for park and playground purposes. The offer was accepted and title to the property was conveyed as proposed. The city purchased the other undivided half of lot 7 and all of lot 12, in said block, for like purposes, thus making six lots extending from East Washington avenue to Mifflin street, and comprising the same area as Kendall Park. The city paid for the lot and a half purchased by it, out of the park funds, \$1,735. The whole tract has been named by the common council "Burr Jones Field," and the council agreed, by resolution, to fill and put said land in shape for park and

playground purposes on or before the close of 1904, if possible. The property donated by Mr. Jones is worth not less than \$4,000.

Monona Lake Park.

For a number of years the plan of securing for the public the open lake shore on Spaight street, in the Sixth ward, has been under consideration. The desirability of doing so is conceded by all. This is one of the places the committee reported in favor of securing, and the council took prompt and favorable action to that end. There was set aside of the \$35,000 park fund, \$8,000 for this purpose. Title has been vested in the city to all of this open shore, except as to four lots. It is a question whether any one, other than the state, has any title to these lots. This question will soon be determined, it is hoped, through condemnation proceedings or otherwise. When this is done, there will be secured the foundation for the most beautiful small park in the city. It will be, including the end of Patterson street, about 600 feet in length, and can be made about 125 to 150 feet wide by filling out to the proper dock line. This would make a park of about an acre and a half. The city has paid out of the park fund toward securing title to this land \$5,300. Through the efforts of William R. Bagley, there has already been subscribed toward a fund to improve this land for park purposes, \$1,100, and he expects to secure an additional \$900. These subscriptions are by those owning lands in this immediate vicinity, and are very liberal in amount.

Playground Adjoining Triangle.

The city has purchased for playground purposes lots four and five, in block twenty-nine. These lots extend from West Wilson street to that part of Lake Monona known as "The Triangle." The city paid for these two lots, out of the park fund, \$3,700. The city has also leased from the Illinois Cen-

tral Railway Company lots 1, 2 and 3 in the same block, lying south of the lots purchased and between them and the lake end of Bedford street. This street end is not used, and could be made a part of the playground. Hence, the city has control of a piece of land 396 feet fronting West Wilson street and extending to Lake Monona. There are in this tract a little less than two acres of land. It is crossed, however, by the St. Paul Railway track. A fence should be constructed on either side of the track, thereby making two playgrounds, in a part of the city where they are much needed and will be much used.

"Bog Hollow" Playground.

The Illinois Central Railway Company owns an open piece of ground in the eighth ward, bounded by Bedford street on the west and Dayton street on the north. This has been used for years, except during wet seasons, as a playground, and has been commonly known as "Bog Hollow." It is exceedingly well located for playground purposes. The city endeavored to purchase a part of this land, but the company was unwilling to sell. It has, however, leased, without charge to the city, for park and playground purposes, a part of this land, having a frontage of 200 feet on West Dayton and extending back toward the railway right-of-way to the south a distance of 254 feet along Bedford street, the part leased comprising some over an acre of land. This is admirably located for playground purposes. Under the terms of the lease, the city is to enclose the land with a fence. It is hoped that the city will take immediate steps to do whatever filling and grading that may be necessary to put both this tract and that adjoining the triangle in shape for use as playgrounds. We feel that when this is done, the extent to which the lands will be used for purposes of play will furnish a convincing argument, if any were needed, of the wisdom of the city in securing these and other pieces of land for park and playground purposes while yet possible to do so. The need of

such playgrounds, as our city becomes more thickly settled, is evident to any one who stops to think. We should not leave the children of this city to the public streets for their place of recreation. 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. Dr. Woods Hutchinson, in an article in the Contemporary Review, says that if he had to choose between a playground without a school, and a school without a playground, he would choose the playground without the school. This may be stating the question strongly, but it involves an important truth.

What is here said applies equally to Kendall Park and Burr Jones Field. These tracts were secured primarily for playground purposes, and this fact should never be lost sight of. Moreover, the city is under contract with the donors to put these lands in shape for such purpose before the close of this year.

Monona Bay Park.

The lake shore, or water margin, of Monona Bay, extends from the track of the Prairie du Chien division of the St. Paul Railway Company around to South Madison. The water in most places is shallow, and the shore line, in its present condition, unsightly. The outer margin should be filled to a depth sufficient for building purposes, and a boulevard or driveway constructed next the water around the whole bay. This is entirely feasible, and would be a money making enterprise, if the whole of the lake shore could be thus treated. An excellent start has recently been made by the city. Through the generosity of Mrs. Elisha Burdick, the city secures title to the whole of the lake shore for two blocks extending from the southwesterly end of Main street to the intersection of Chandler, Washington and Murray streets, the city merely assuming the macadem tax for recent street improvement. The city has bargained for the purchase of block 13 of Mr. Beyler, and is to pay therefor \$1,650 in addition

to assuming the macadam improvement tax against said block. This gives the city title to three blocks, or to the whole of the lake shore extending from the foot of West Main street to the intersection of Washington avenue and Park street, a distance of about fourteen hundred feet. It is the plan to fill out into the bay a distance of about 350 feet sufficient depth for park purposes. In this way, about nine acres of park land can be made. The material for filling can be readily secured by dredging and pumping portions of the adjoining bay. The common council, by resolution, set aside of the \$35,000 park fund, \$10,500 to be used in securing park land in the eighth, ninth and tenth wards. The larger portion of this money can be used in filling this bay opposite these three blocks. It is hoped that the owners of the other lands abutting upon this bay, will, in the near future, unite in some joint plan for carrying the filling and boulevarding around the whole of the remaining portions of the bay. Such an improvement, in connection with the Wingra lake and park improvement, will go far toward making Greenbush and Wingra Park one of the choicest of the residence portions of the city.

Monona Lake Drive.

The plan for securing this drive has not been abandoned. The only reason why it has not been built has been the inability of the association to acquire the necessary right-of-way. When that is done, the drive will be built. It is much needed to complete our drive system, and would be in many respects the most beautiful of the drives. The Yahara river improvement on the east and the proposed Monona Bay improvement on the southwest, will each contribute much toward securing this drive.

How the Account Stands.

The issuing of \$35,000 park bonds by unanimous vote of the common council was very creditable to the city. It was in



LAKE MENDOTA DRIVE

no sense an extravagant act, and, aside from \$2,800 contributed by the city toward securing Tenney Park, most of which was used in filling the public streets, is the only money this city ever expended for park lands. It may be of interest to state here what has been donated to the city, for use within the limits of the city, through the members of this association within the past fifteen years.

For Yahara River Improvement, 1903.....	\$21,046 24
For Yahara River improvement, 1904.....	4,601 00
Paid for filling five lots for addition to Tenney Park in 1903.....	969 05
Subscribed for improving Monona Lake Park.....	1,100 00
Subscribed for improving Henry Vilas Park.....	10,171 00
Mr. and Mrs. William F. Vilas' gift.....	18,000 00
J. H. Carpenter gift.....	2,000 00
Burr W. Jones gift.....	4,000 00
	<hr/>
Total.....	\$61,887 26

That is, there has been donated to the city, within the last two years, through the members of this association, to be expended within the limits of the city, or in land within the city, \$24,087.26 in excess of the total amount this city has expended to secure parks during the entire period of its existence. This statement does not include some \$10,000 subscribed to maintain the drives and parks outside the city limits.

Our Association and Our City.

It has always been the policy of this association to work in harmony with the city and its officials. Thus far the city has granted every request this association has made. This is largely because we have always been careful that our requests should be reasonable and have taken the pains to have them fully understood by the council. Moreover, under the law, this association is made a trustee for the city, and all of its property is held and managed in trust for the use and enjoyment of the citizens of Madison. But the purpose for which this association was organized must not be lost sight of. Speaking on this subject one year ago, I said: "It (the

association) 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 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.”

Excellent Work by the School Children.

The school children did excellent work the past season, under the guidance of Mrs. W. D. McCue, in cleaning up and improving the different parts of the city. It is hoped that the same good work may be continued the present season. The committee appointed for the purpose, E. G. Updike, Robert G. Siebecker and John Grinde, determined that the district about the sixth ward school house, lying between the lake, the railway track and the Yahara, was uniformly the best kept portion of the city, the second place being awarded to the fourth ward district. The committee further decided that the seventh ward school grounds were the best kept of any school grounds in the city.

This committee strongly condemns the practice, on the part of the city, of placing the ugly voting booths on the school grounds, and leaving them standing there the whole year.

Resignation of D. K. Tenney as Director.

Hon. D. K. Tenney resigned as a member of the board of directors, and his resignation was, with much regret, accepted on June 23, 1904, at which time the following resolution was adopted:

“Whereas Honorable Daniel K. Tenney, who has been a director of the Madison Park and Pleasure Drive Association since the 17th day of April, 1900, has tendered to said association his resignation as such director, and whereas the directors of said association have accepted such resignation;

Now therefore be it resolved that the Madison Park and Pleasure Drive Association hereby expresses regret at the determination of Honorable Daniel K. Tenney to resign as a director of said association and its high appreciation of the many valuable and important services rendered by him both as a director and otherwise, in behalf of said association, and in behalf of the city of Madison, of which he has been so long a distinguished citizen, and that this resolution be spread upon the records of said association, and that a copy thereof be delivered by the secretary to Mr. Tenney.”

Mr. Tenney's services on behalf of the work of this association are deeply appreciated. His gift of \$5,000 toward securing Tenney Park, was, up to the time it was made, the largest single contribution to this association. It came unsolicited, and it came at a most opportune time. Without it, this park, could never have been secured, and it was this park, serving as an object lesson, that enabled us to secure the Yahara river improvement.

Expenses of Banquet — How Met.

The expenses of the banquet are met wholly by those who attend it. Not a cent of the funds of the association are used for this purpose, not even for postage and sending out notices.

Publication of Annual Reports.

For the past two years, the directors, for the purpose of bringing before the public some of the visible results of the work of the association, decided 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 some half-tone illustrations showing the work completed. This plan will be pursued the present year, with the expectation that the book published will be even more attractive than any previous publication by the association. The half-tone pictures will all be from photographs taken by Charles N. Brown, secretary of the association, to whom we are much indebted. We feel that no money expended by the association brings better returns to the city. Such a publication advertises the city without seeming to do so, and this is the most effective form of advertising. The advertising comes as a mere incident, as a result of work accomplished. Many letters have been received during the past year from persons who received the last report, commending the work of the association in the highest terms.

Respectfully submitted,

JOHN M. OLIN,

President.

May 2, 1904.

At the conclusion of the report of the president the following resolution was offered by Mr. F. J. Lamb, and unanimously adopted:

Resolved, that the members of the Madison Park and Pleasure Drive Association, assembled in annual meeting, do hereby ratify the action of the board of directors of this association in accepting the gift of land adjacent to Lake Wingra from Mr. and Mrs. William F. Vilas, for a public park, and in naming the same "Henry Vilas Park."

Mr. Jones.

In respect to this gift made by Mr. and Mrs. Vilas, I know that I but voice your sentiments and the sentiments of those who are not here to-night and who have helped on this association in its work when I say that we all deeply appreciate the generosity of this princely gift. It is by far the largest gift which our city has ever received from a single donor. It is one of the peculiarly interesting features of this gift that it will tend to redeem what is now a rather unattractive spot. It requires but little stretch of the imagination to see that as the years go on Henry Vilas Park will be a place of rest and recreation for thousands of our citizens and for thousands yet unborn. Sometimes this lake has been called Dead Lake. It will be called Dead Lake no longer. I remember quite a good many years ago a very interesting and beautiful poem was written by Professor Frankenburger and read at some university function in which he told of an old tradition. As the tradition ran, among the Indians this lake was doomed; and as it should gradually disappear the last remnant of the Indian tribes on this continent would also pass away. It was a beautiful poem, beautifully written and full of poetic imagery, but the next few years will demonstrate that the legend is mere poetic fancy. I remember going around that lake last fall with Colonel Vilas, we explored its beautiful springs pouring forth their abundant supply of water pure as crystal. This gift and the splendid liberality of the people of the new tenth ward in raising this generous fund have made it certain that for all time to come the shores of Lake Wingra will be one of the chief attractions of our city. Now I congratulate you that these shores are soon to be transformed into a beautiful park. I congratulate Mr. and Mrs. Vilas that they have been able to give it to us and that it has

been accomplished and consumated in their lifetime. I know that you will agree with me in the hope that they may live for many years to see the enjoyment of their fellow citizens in this park which is to perpetuate the name and memory of one as genial and true hearted as ever lived among us.

Some twenty years ago there came to my house one evening a young man who had lately come from the east, born, I believe, in old Hartford, educated at Yale, who had seen something of the possibilities of organized effort in improving the eastern cities. He talked to me very earnestly about the natural beauties of Madison and the need of doing something in the way of its improvement. This was long before this association was formed, probably before it was thought of. Most of us at that time in this western world were too busy in making our bread and butter to think very much about Parks and Pleasure Drives, but this young man of whom I speak, was thinking about them even then. He has helped our association in many ways. He has himself given us a beautiful little park some miles to the west and it is one of the most interesting features of our beautiful drives. I wish to call upon this young man, now getting to be an older fellow like some of the rest of us, to talk to you about Lake Wingra, "Some Facts and Fancies," I call upon Professor Edward T. Owen.

Lake Wingra---Some Facts and Some Fancies.

Edward T. Owen.

Mr. Toastmaster, Gentlemen,—In one particular our friend Jones has introduced me most correctly: I am getting to be an old fellow—or rather I am one already. I am old enough and weak enough, so that it is not a good thing for me to indulge in dissipations of this character. As I stand up to speak to you, I wonder how I happened to get here. There are those among you who know me pretty well; I presume they wonder how I ever happened to turn up at a place like this. I didn't exactly understand it myself until, as I came in, my eye fell upon our friend Father Naughtin, and his presence distantly reminded me of a story, which may convey a semi-explanation. Meeting him in the cable car here one day—or electric car—it occurred to me to tell him a story that had amused me a good deal. You all remember we had here a few years ago a papal—not exactly a papal muncio—a papal delegate or representative, Monsignore Satolli. A prelate of his rank, I understand, is entitled to be addressed as Monsignore—a rather long name—so it is usually abbreviated into Mgr. A Chicago paper—I don't mean a Chicago paper, a St. Paul paper—wishing to avoid for its readers any difficulty with this abbreviation, learnedly expanded it into "Manager." Now it occurred to me that what is feasible with Mgr. is also feasible with the single letter M., and in that connection there drifted into my mind the name of John M. Olin—John *Manager* Olin. That is how I happened to be here, gentlemen, he managed me. Those of you whom he has interviewed for subscriptions to any number of worthy objects, know the way he does it. It is not necessary for me to emphasize or to enlarge upon it; you know it quite as well as I do. He was very nice to me about this matter, though,

in many ways. I suppose, if I should say that he told me all the things that I had better say to you tonight, and virtually prepared a little piece for me to speak, that he would regard it as a breach of confidence. Well, when I had gotten through with him, along comes neighbor Brown, and he fixes it up with me that I am to talk about "some facts and some fancies." Then, down comes a newspaper reporter the next morning—this morning, in fact—to find out what I was going to say this evening. I was obliged to answer that I would be blessed if I knew. I would follow the method of the exhorter in the prayer meeting and trust to the inspiration of the moment; and if it doesn't come, why, gentlemen, it isn't my fault.

"Facts and Fancies!" I must give you some facts, I suppose, though anything I can add to the exposition made by President Olin is, of course, extremely insignificant. But, as Mr. Brown had settled that matter, it occurred to me it would be well to run down and review the situation. As I haven't been over to Lake Wingra for a good many years, and didn't want to confine myself to fancies, I climbed onto my wheel Saturday afternoon—Sunday afternoon— and rode off to the southward. I pretty nearly got lost on the way. As far as the Illinois Central depot, to be sure, I had no difficulty whatever. But as I worked along toward the Wingra ridge—I musn't say Dead lake, I believe—as I worked along toward the Wingra ridge, I began to feel that I was somewhere I had never been before. I was moving along a well graded, well macadamed road, with cement gutters on both sides as far as the eye could reach, and what it all meant I really didn't know for a while, but I was sure I recognized that ridge anyway; so I kept on. When I got there another surprise awaited me—in fact, before I got there, I was surprised I ever got there at all, for at this season of the year, I used to go down there afoot and frequently I had to pull a rail off the fence, to pry myself out of the mud. There was no occasion this time for anything of the sort; I got there

without the slightest difficulty. But another surprise, as I say, was waiting for me before I reached the ridge. There seems to be a town laid out there, at least the preliminary of a town. This preliminary, by the way, reminds me of another matter that I read about recently. Some boys were getting up a university, they said, and someone asked, "How is it, have you any buildings?" "No, we haven't any buildings." "Have you any students?" "No, we haven't any students." "Any faculty?" "No." "Well, what have you got?" "Well, we have got a yell." Now, I didn't see any yell—perhaps because I couldn't—but there was something which in its relation to a town seemed to me to be somewhat like a yell in its relation to a university. There was a lot of beautiful cement walks laid around there but no town in sight. I don't know whether there's going to be a town or what there's going to be. But it was all very pretty, and to me a great surprise. I started up the ridge and as I reached the top, I looked around to refresh my view of the landscape. At once there came rushing upon me memories of the past, one in particular, as I looked over that area, and remembered that it was planned to have there a waterway and a driveway. I hope the plan will be accomplished. To a superficial view it seemed to me, however, almost unnecessary; they are both there already, though somewhat mixed, being at present in the form of mud. But there is the water and there is the dirt, all ready for both. It is a very simple proposition to separate them. As a little girl of mine remarked, being asked the question what happened when you dry mud. "Why," she said, "mud is nothing but wet dirt; you first take out the wetness from the dirt." Simply remove the water from the earth and you have both a place to travel with your carriages and a place to go with your boats—the simplest kind of a proposition; the merest analysis. Now I wonder if you know how bad that mud is? I believe I know more about that mud than anybody here. Some years ago I was down there a little earlier in the season; I thought the



FARWELL DRIVE--STATE HOSPITAL GROUNDS

ice was safe, that I could have a little fun, careering about on horseback with a friend, skirting the shores of the lake. Well, the horses both broke in. We were crossing over one of those springs—a hidden one—and the ice was thin, and our horses went through. And such a sight I never saw—the getting out of those horses out of that mud. They broke through the ice, and went into the mud under the ice; and they stuck there, as if they were spiked down. And the chore it was to pull them out of the scrape! I realized that, when I came to pay the bill. There was a charge for labor to get them out; there was a charge for boarding them while they got over their exposure; and then there were drugs, whisky and red pepper, to warm them up when they were taken out. I figured out that bill, with due allowance—liberal allowance—for the labor and the board and the whisky; and, as I figured, there remained about sixty-seven dollars for red pepper! Now I think you understand, better perhaps than you did before, the nature of that mud, and what it means—how great a triumph it will be to replace that mud by a waterway and by a land route both.

I think that Lake Wingra shore a particularly advantageous one to bring within the reach of the public. To begin with, it is about the right size for a convenient round, afoot, awheel or on horseback—in your carriage or automobile—an excellent size for the afternoon promenade with your family, with your children, with your baby carriage. In fact, I hope sometime to see the local occupants of that region replaced. You might, without material disadvantage, replace the cat-tails with baby carriages and the bull-frogs with babies. I hope it will be done.

Mention has been made of springs down there. I was going to say something about those springs, but our toast-master anticipated me. I know more about those springs, though, than he does, because I have fallen in, up to my neck, into almost every one of them, I think. But let that pass.

Another advantage of that lake shore, to which no one, I

think, has alluded, is nooks. This matter I rank as of special importance, perhaps of special interest to members of the Forty Thousand Club, of which, I see, a conspicuous member is here. This Forty Thousand Club, I understand, desires to increase our population. Doubtless one of the most natural means of increasing the population is marriage, frequent and early. Now, in facilitating that preliminary intercourse which leads to marriage, what can be more effective than nooks? Dead lake—excuse me, sir, Lake Wingra—I believe to abound in nooks to a most unusual degree, both on the north shore and on the south shore. It seems to me that the crying need of the youth and the maidens of this city is for nooks. Gentlemen, they should have them; the sooner the quicker; the more the better.

But nooks are not the only advantage which this beautiful shore affords. Those who have seen the City of Mexico will bear me out, I think, when I say that, on quite a small scale of course, the Wingra view is rather like to that presented by the City of Mexico. Lying, as Wingra does, in a very small valley, you must multiply it by about twenty or twenty-five; and, instead of one lake, you must have three or four smaller ones; then you will have very much the sort of panorama that is exhibited to one overlooking the great valley of the City of Mexico. That city, oddly enough, was built very much as if you set a little hamlet in that mud which I described—right on the edge of the water. I remember twenty years ago, being in the City of Mexico, seeing the pavement dug up a little for some improvement on one of the main streets of the city. I don't think that the picks went six inches through the surface; and yet there the water stood in the holes they made. A most remarkable choice for the site of a city; and thereby hangs a tale; but that I will not go into at this time. It is a very picturesque valley, the city nestling among the lakes and being surrounded by lofty mountains. The Wingra view parallels it very closely to my eye, except in the matter of dimensions. To get that view and appreciate it

fully, you want to go, as if you were going down to the Sisters; and then keep on farther, until you get to pretty nearly the level of the lake. Then if you go on a little farther, you find a steep road to your right; you climb that road to the nearest hilltop, and there you get that view.

It occurs to me at this point to mention that the Wingra region ought to be connected with the drive through the Olin-Hammersley farm. This may be done in two ways, one along this road that I just mentioned, coming down over the high hill to the westward of the lake, and the other back of the cemetery; both connections have often been talked of; and both, I hope, will be made. When they are made, they will, with the circuit of Lake Wingra, make a very beautiful combination drive. If course we cannot have, in such a place as this, the scenic magnificence which is offered by more rugged regions—really much less inviting to the eye in the long run. We haven't mountains, we haven't crags, and we haven't cataracts; but, barring those, we can have pretty much all that is offered to delight the eye by our generous mother nature. It seems to me, in developing this Lake Wingra region, we shall supply the elements thus far lacking in our scenic total; for while our other drives around the other lakes naturally run to what is wild, to woodland scenery, we shall have at Wingra, for the most part, a rather park-like effect. Personally I don't like it, myself, so well as the others; but I do like both. If we annex Lake Wingra to our system, we shall have essentially all available kinds of scenery, and in as liberal a measure, as the country affords them.

Mr. Jones.

There is a spot within the city limits which has never been a matter of pride to the citizens of Madison. Mr. Olin has best described it as an eye-sore. It is that border of the lake stretching from a point near the St. Paul depot around the westerly and southerly shore of the lake, filled with reeds and cat-tails and mud and dead fish and other objects equally interesting. Now the plans of the Park and Pleasure Drive Association contemplate the redemption of that spot. There is a gentlemen here who lives in that quarter of the city and who has been greatly interested in its improvement and I desire to call upon Mr. George B. Stacy, who will speak to us of Monona Bay Park.



HEDGEROW--LAKE MENDOTA DRIVE

Monona Bay Park.

George B. Stacy.

It certainly affords me great pleasure this evening to have the privilege of presenting my thoughts on this subject, which has been uppermost in my mind, in regard to needed improvements of our beautiful city.

Pardon, if you please, any uncouth terms that I may use in my presentation of this subject, because it must be done in my own poorway. Candor, and I hope frankness, while crudely expressed, may not, on this occasion, be misunderstood.

It gives me pleasure first of all, because this grand, unselfish association, through its ever ready and active president, backed by a loyal band of supporters, has taken the first necessary step for the assurance that at a near future date the Monona Bay and Triangle Park will be a glittering reality, and from out the gloom of filth and stagnant waters around the shores of Monona Bay, we will find a beautiful park and pleasure drive that will do great credit to every active member of this association, and will be a lasting monument to one of our most esteemed citizens, one who has done so much for our city's general improvement, and one who stands to-day as the father of all our needed reforms in this and similar directions,—President Olin.

Permit me to call your attention to the abominable conditions that have existed for the past several years in this part of Monona Lake, called Triangle and Bay, during the summer months of each succeeding year.

Any time after the first of June and until October, an observer will find, in looking over this portion of Lake Monona, a body of water, the surface of which is covered with a green, nasty, obnoxious scum, slimy in its nature, very unsightly to

the eye of cleanliness and beauty, detestable to a manly mind, and to a great degree very productive in its motherly care of the Mosquitos and Frogs, which nightly play havoc with the general happiness of man and his comforts in life.

The lake's once beautiful surface is no longer visible to the human eye as it came to man from the hands of our Creator, but instead, through man's lack of care and negligence and utter disregard for things beautiful, we behold filth and dirt on every hand; its grandeur covered with weeds, and an obnoxious yellow scum covering its once beautiful surface; dead fish lining its broken and unkept banks; the dumping of kitchen garbage here, the throwing out of the winter ashes there, and seemingly a general rush from all quarters to see who can do the most destruction to whatever is left of things beautiful to the eye of man.

This is a mild description of the conditions which every summer exists in the Triangle and Bay district.

Please bear in mind the fact that ninety per cent. of all passenger traffic in and out of our city crosses over this unsightly, filthy and detestable portion of Monona Lake, either over the Northwestern or St. Paul main lines. After weighing this for a moment, ask yourselves as men, high-minded men, —is this the proper condition for this portion of our city to remain in year after year, to be gazed upon by thousands of travelers who pass through our city, and ninety per cent of whom pass over this dirty, filthy pond? What a shame, what a disgrace to every citizen of this municipality, to be content with such a disease breeding hole without rising up in their might and demanding its immediate restoration to a thing of beauty, such as was intended by our Creator and so much desired by thinking men.

A year ago last summer I met in Janesville a commercial salesman who sells boots and shoes from Brockton, Massachusetts, who covers the states of Wisconsin and Minnesota. It keeps him away from his family about three months each trip. He had made up his mind to move his family west so

as to be able to see them more often. We were coming through to Madison over the Northwestern road. On the way my friend informed me of his intentions.

Being a resident of this city, of which I am very proud, I endeavored to persuade him to come to Madison to reside. I laid great stress on the educational facilities offered to the young who cared to enter our institution. I called his attention to our beautiful drives overlooking our lakes of grandeur; the fishing season and its great sport—angling for the large bass, pike and pickerel which populate our lakes. I waxed warm regarding the healthful conditions of our beautiful city and its general reputation for cleanliness and godliness. About this time our train was passing over that portion of Monona called the triangle and bay, when Mr. Beacon startled me with the interrogation: “Stacy, what is that I see covering the lake surface? It appears to be a nasty, dirty, green scum—look at those dead fish close in to the bank. Why, your lake on this side appears to be filled with weeds and dead fish and it certainly does not bear you out in your statement about Madison’s beauty and cleanliness. How many undertakers have you here?” I replied about five or six. “Well,” said he, “it seems to me that you would need fifty or sixty if what I now see is a sample of your clean, healthful city. Old man, it appears to me that you are endeavoring to cloak the devil in saintly garments. No, Stacy, I will not move my family to Madison. I would not live near a disease breeding hole like that just seen if I had rent free.”

This is a fair sample of what is said by travelers journeying through our city during the summer months of each year.

My profession is that of a commercial traveler, and has been such for a period of twenty years. I can honestly say to you that during this time I never have noticed in my travels any such filth during the summer months as exists each and every year in this Triangle and Bay and its upkept, unsightly shores.



TRIANGLE PARK--LAKE MENDOTA DRIVE

It is true, the association has done a great work; it is true that many of its members have worked assiduously and unselfishly for the city's general improvement, yet it is also true that we have just begun. Many imperative reforms call forth the energy of all our wide-awake citizens, and to take advantage of every opportunity should be the watch-word of the association. No flagging, no backward movement, but *onward* and *onward* until we can find no more fields to conquer.

I hope to see in the near future a beautiful park, made out of both Triangle and Bay, wherein the old and young, the loved and unloved can enjoy their measure of happiness or lessen the pangs of grief basking under the starry canopy of God's goodness to man. I hope to see in the near future, instead of the kitchen garbage, beautiful rose beds lining its banks, throwing out their sweet aroma to the pleasure seeker, be he rich or poor, old or young, black or white, the roses nodding their beautiful heads of welcome to all.

I hope to see instead of the dirty, yellow scum covering the surface of this portion of once beautiful Monona, a park of such exquisite grandeur that every traveler passing through our city will carry the news to the utmost region of his journey and there to sing the praises of this grand association and its president.

I hope to see every vestage of filth and dirt removed, from the Northwestern station of East Madison to that of South Madison, and in so doing some provision should be made for a general public boat house (or two of them if necessary), forever doing away with the unsightly boat shanties that now line up its banks.

I hope to see the day, and that soon, when any weary toiler, after a hard day's work, can seat himself with his partner in life and his little ones, on one of the rustic benches of Monona Park, there to enjoy the balmy breeze from off the lake and to have wafted around him the aroma of thousands of the choicest flowers, there to look up into the starry heavens and thank his God for living in such a day.

May this and more be accomplished by this association is my earnest prayer and wish.

Mr. Jones.

We have raised money, a lot of it during these last twelve years. We know that because we have helped to pay it. We have never inquired very much where that money has gone. One reason has been because we have had in our directors, in our president, Mr. Olin, in our treasurer, Mr. Hoyt, and in our secretary, Mr. Brown, unbounded confidence, and we have paid our money without question, knowing that there would be no extravagance, no boodling and no graft in its expenditure. I know you will be glad to hear from Mr. Brown, the secretary of the organization from its beginning, upon the subject, "Where the Money has Gone."

Mr. Brown, assisted by Prof. Mack of the University, exhibited upon a screen sixty views, showing work done by the association in and about the city.

Gentlemen, we have with us to-night an eloquent minister, whose fame has gone far beyond our city and far beyond our state. I personally know that he loves the beautiful and that he loves our city. A few years ago Mr. Olin and I and our wives took a ride through the country and saw his beautiful summer home at Lake Mills and we saw how he was struggling with the drouth to save the beautiful trees. I see by the newspapers he is going in a short time to visit the old world. I predict that when he comes back he will love more than he ever has before, our beautiful city. I call upon Reverend E. G. Updike to tell us about "How it Pays to Beautify a City."

How it Pays to Beautify a City.

Rev. E. G. Hpdike.

If men were purely material, physical nourishment would suffice for them, but spiritual natures require spiritual nourishment. If what furnishes this nutriment were a purely immaterial thing, it would, as such, be removed from the domain of wealth, and economic science; but it is not so. It has in fact a material basis. Vibrations of air may be shaped into artistic form by the violin or the voice, and become commodities as truly as the stone that is shaped by the sculptor's chisel. Such products as musical notes, perishable as they are, produce lasting effects on the mind, and are valuable accordingly, in the market.

When you estimate the wealth, then, of a community, you are not to consider simply the money in the banks, the real estate or manufacturing concerns. There is a wealth which has only a material basis and consists wholly in the impressions of a pleasing kind it is able to make on the mind. A picture by a great master has value not because there is any particular worth in the paints or canvas, but into them as a physical basis the soul of an artist has entered.

If you were considering simply the physical side of wealth, you could not ignore the University School of Agriculture or the College of Engineering, or any part of the institution where men are trained to think, because in the long run the man who thinks will bring something to pass and one way in which thought will express itself will be in an increase of wealth. Beauty comes then to have a commercial value. And this is particularly so when applied to the municipality.

There is a hunger of the soul which is expressed through the eye as truly as a hunger of the body is expressed through the mouth. And there may be starvation in one case as well

as the other. The eye or ear have as much right to gratification as the palate. Beauty is not mere luxury. To have a passion for it is to crave life. The man who scorns at it and ridicules the man who loves it, is a deformed man, and as much out of place as he who has lost the power to see and ridicules others because they have eyes. Put beauty on the most sordid basis you can, and it will pay in dollars and cents. The lake shore property of this city has come to have great value, for no other reason than because there is a beautiful outlook that goes with it. It is a more tangible kind of wealth than a gold mine, which has been defined as a hole in the ground owned by a liar.

If you had a vision of the future and were to do those things which would bring the greatest material gain, what would they be? Not to have more railroads or manufacturing plants, as desirable as they may be, but to put the drive about Lake Monona, to improve the bay and park its shores, to improve Lake Wingra, to deepen the channel between our lakes and First and Second lakes, to carry out the plans for the improvement of East Washington avenue. Do this, and Madison will for its beauty be unique among all the cities of this continent. This simply as an investment will bring larger returns, in time, than any other possible expenditure of money.

And then think what pleasure it will bring to our people and those who are to come after. Happiness is a thing for which men are willing to spend money. They travel the world over to find it, and buy it if it can be bought. But consider what happiness has come already to thousands by our drives. It seems to me that in time such an influence will actually change the disposition of a people. Consider the crowds that flock to Tenney Park on Sundays—not because of the physical impressions alone, but because the soul opens to beauty as a flower to the sunlight.

Then there is an educational value. When you improve a landscape and do it in an artistic way you appeal to that

which is best and highest in the man. Landscape architecture is as truly an art of design as painting or sculpture, or building architecture. The man who works with color and form here is not a mere artisan. He may, as in the case of Frederick Law Olmsted, be the greatest of artists.

It is a strange thing that men who claim to be artistic will put hundreds of dollars into the plans of a building architect and not a cent into the proper setting for the structure. They will spend thousands of dollars for paintings and ignore the art out of doors which may be of a higher order than that put on the canvass or chiseled in marble.

Then there is this fact. All that is done to beautify a municipality becomes the property of all the people. Each individual has as absolute ownership in it as if no one else had any



UNIVERSITY
GROUNDS

interest. One may even have spiritual ownership when he has no legal ownership.

“Doth the melody that slumbers in the lute’s sweet strings
Belong to the purchaser who dull of ear doth own the instrument?
True, he hath bought the right to smite it into fragments,
Yet hath no power to wake its silvery notes
Or melt it into bliss of thrilling sounds.”

Suppose you spend in a year in this city \$10,000 for out of door art. Because each person may have the full value of this, it means the same in a city of 25,000 people, as if \$250,000,000 were to be spent on pictures and statuary each one taking his share and placing it in a private gallery.

When we come properly to estimate the beauty of a city as a part of its real wealth, we shall know how to deal with the vandal who would destroy beauty.

I know a beautiful village in this state where recently the authorities ordered cut down to lower the grade of the street, which was not a necessity, which defaced rather than increased the beauty, some trees which had been growing more than half a century.

I know an individual in the same village who cut down in the street twenty trees, some of them two feet in diameter, and any one of the trees was worth more to the community than the owner. There seems to be no law at present to punish properly this kind of vandalism. The next legislature should be asked to pass one.

If a man wants to mutilate himself. If he wants to cut off his nose or ears let him do it, but he should not be permitted to destroy beauty that belongs to the public.

I once employed some men to cut up some dead timber already down, and explained to them carefully what I wanted. What were my feelings when I came around a little later to find that they had cut down five beautiful trees with white bark, standing out against a background of green. I told a well known lawyer of this city that if I could have had his services for a few minutes I should have been pleased to have

him say some things which it would not be proper for me to say in prayer meeting.

It will be a great thing when you can get all the people to appreciate the beautiful, and when generally men are pained and displeased by the ugly and the deformed.

In Germany they have laws which determine the kind of architecture a man may have for his house. Why is that an infringement on personal liberty? If his house is ugly and you have to see it every day and are pained by it, why have you not as good a right to complain as if he has a bad smell in his back yard. I don't see why a man's eyes have not as good a right to protection by law as his nostrils.

One of the amazing things is that we allow the worst forms of ugliness to exist side by side with the highest forms of beauty. The street ends, some of them, are places for weeds and refuse, and yet you are obliged to look over this to see the beauty of lake and landscape beyond. The incongruity reminds me of a conversation between two ladies at the Oratorio of the Messiah. The music was grand, and during a pause which only added emphasis to the power of the artists, and great chorus, one lady whispered to the other "What do you do to keep your sink from stinking?"

A musician may use discord to heighten the effect of harmony, but ugliness does not heighten the power of beauty. We cannot expect all the desirable things to come at once, but they will come in time and we have a right to take pride in the generosity and interest of our citizens which have made possible, improvements of so remarkable a character.

Mr. Jones.

We have with us another minister to-night, one who is busy most of the time trying to save souls, but he also finds time to mingle with his fellowmen and to take a public interest in everything that tends to the improvement and beautifying of our city. He has taken especial interest in this new improvement which is going to renovate Lake Wingra. He believes, looking to the future, that it will not only make that a spot of beauty but that it will help to make still more beautiful that choice spot now owned and occupied by the sisters. I call upon Reverend J. M. Naughtin, who will speak of "What the Visitors Say."



RUSTIC
BRIDGE

What the Visitors Say.

Rev. John M. Naughtin.

It is possible that constant familiarity with beauty dulls the effect which it might otherwise produce. Seeing it day after day and growing so accustomed to its variety it may pall upon one and fail to draw from him the measure of admiration to which it is entitled.

We of Madison who can scarcely leave our homes or pass from one part of the city to another without coming into contact with scenes of natural beauty unsurpassed, I believe, any where upon earth, become so habituated to this wealth of charm that we fail to see it as it is. We fail possibly at times to note how much this beauty has been enhanced by work done by this Association.

It is when we greet the visitor to our doors and on showing him the city we hear from his lips the expression of pleasure which comes as a tribute to the beauty of the City of the Lakes that we begin to realize how much has been lavished upon this fair city of ours.

Distinguished visitors have spoken in the past of the rare charm of Madison, its natural scenery, its beautiful drives and winning lakes.

Let us hope they may soon add its elegant Parks.

Every season brings its strangers to our midst and sends them away happy and filled with delight at what they have seen. One of my own chief pleasures at home or away from home is to have some one who has visited Madison speak to his friends and tell them of what is to be seen here.

A few years ago Cardinal Martinelli, at that time the Papal Delegate to this country, passed a week in Madison. He had travelled extensively in Europe and when I took him for a drive about Madison he was charmed; its driveways

appealed to him; the beauty of the city impressed him and he stated that never had he seen so much beauty in any city or in any country in the same space.

Miss Eliza Allen Starr, famous as an artist, an art critic and a lecturer, was never satisfied in Madison until she had taken several trips about the drives and she grew more enthusiastic each time.

She said that no where in Europe or America could one find within the same limits and time such a profusion of beautiful sights to please the eye and fill the soul with a sense of the beautiful.

Each annual visit she made to Madison only served to attach her the closer to the city and its attractions were a subject of which she never tired.

A few weeks ago I met the Hon. William P. Breen, President of the State Bar Association of Indiana. Like Cardinal Martinelli and Miss Starr, Mr. Breen had been a Madison visitor and lecturer in the Summer School days, and like them he was charmed with what he saw of the city and its surroundings. When I met him, almost his first question was to ask how much more work had been done in the way of drives about Madison. He grew eloquent as he described to a party of friends the fascination, as he called it, of Madison's attractions and the work that had been done by this Association in making possible the enjoyment of the beauty of our city. I seldom leave the city for a day or two for a visit to some other place that I do not meet people who have been in Madison and are spreading its fame for beauty, or I meet those who have heard of it and are quick to ask for information and to express the desire to see this fair city for themselves.

At Cincinnati some months ago I met a number of gentlemen, most of them professional men, and one among the number, Dr. Hart, a newspaper editor, who had visited and lectured in Madison, was so enthusiastic in describing to the party what he had seen and enjoyed here that I felt more than an average pride in being a Madisonian and in hearing

the words of praise from one gifted in speech and trained to appreciate the beautiful in nature.

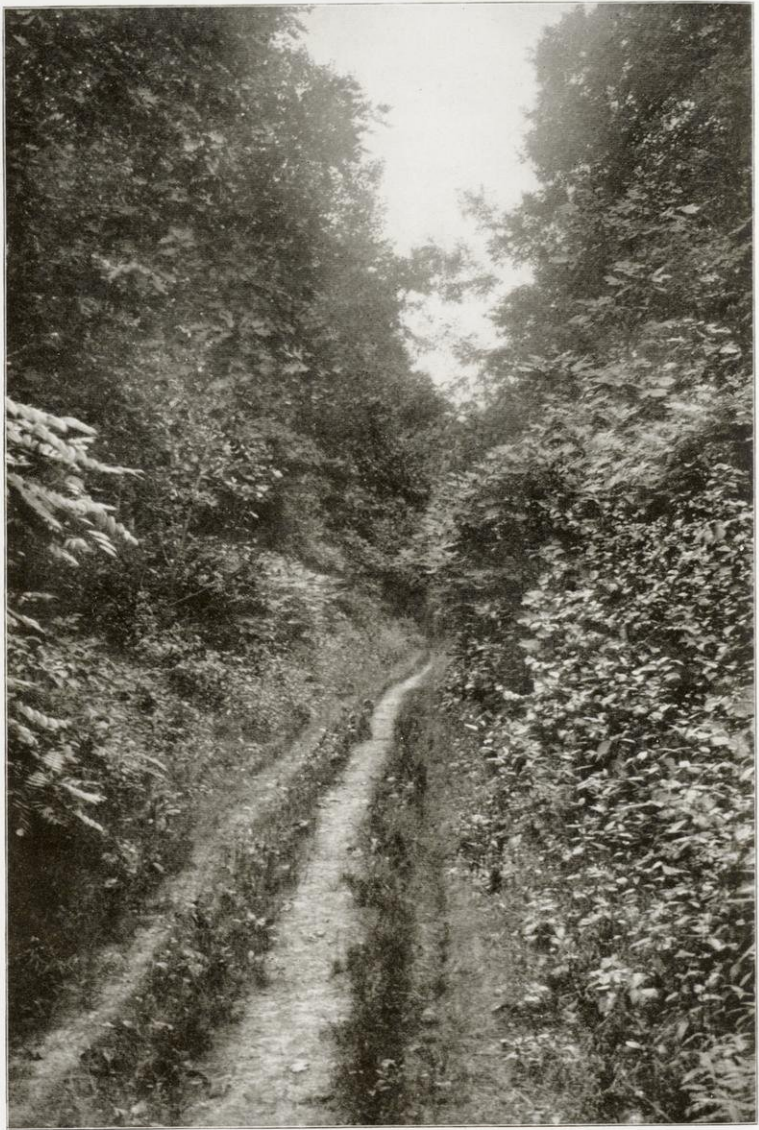
Another said: "When one begins to speak of Madison and its charms it is as if one stood in a great gallery surrounded by splendid works of art; pictures invite from every side but the visitor has only a limited time at his disposal; though he may wish for days, he has only hours, and is at a loss where to begin. So it is with Madison, the variety of beauty, and wealth of attraction, woo one, and he feels that not hours, but weeks, should be given.

There is no one among us but meets often with those from other places who are equally enthusiastic and pleased with what we have.

It is an encouragement to all in the city; it is an incentive, if one were needed, to those who have done so much for the city and whose interest we feel will urge them to still greater exertions in working for the most beautiful place on the globe.



LAKE SHORE DRIVE



BLACK HAWK LANE

Treasurer's Report.

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

Gentlemen,—The financial transactions of the Association have been as follows:

Receipts.

1903.

April 13.	To balance from last annual report.....	\$112 78
	To cash from the city of Madison.....	500 00
	To cash for elm trees sold.....	\$14 10
	To cash from J. M. Olin, repairs on hill road	38 68
	To cash from B. J. Stevens for trees...	13 20
	To cash from J. M. Olin for trees sold from nursery.....	42 30
	To cash from Maple Bluff Golf Club....	3 00
	To cash from G. L. Rice for work.....	2 00
	To cash from J. M. Olin for work.....	8 56
	To cash from State Board of Control for planting trees on Governor's Island	148 51
	To cash from Philip Fox for work....	1 83
	To cash for damage on pumping station	5 25
	To cash from University of Wis. for use of roller	12 50
	To Frank M. Wootton for work.....	2 64
	To cash from Frank M. Wootton for screenings	3 45
	<hr style="width: 100%;"/>	296 00
	To subscriptions for 1901—	
	Howard Morrison.....	5 00
	C. R. Barnes.....	5 00
	<hr style="width: 100%;"/>	10 00
	To subscriptions for 1902—	
	Howard Morrison.....	5 00
	<hr style="width: 100%;"/>	\$923 78
	Subscriptions for general work.....	4,793 50
	Subscriptions for Yahara improvement.....	17,998 24
	<hr style="width: 100%;"/>	Total for the year.....\$23,715 52

To Subscriptions for 1903.

William F. Vilas.....	\$25 00	Geo. B. Burrows.....	25 00
Magnus Swenson.....	25 00	John M. Olin.....	25 00
T. E. Brittingham.....	25 00	Wm. R. Bagley.....	25 00
F. A. Johnson & Bros....	50 00	R. M. Bashford.....	25 00

Kaiser Brothers.....	25 00	O. D. Brandenburg.....	15 00
C. F. Cooley.....	25 00	M. S. Klauber.....	10 00
M. J. Cantwell.....	25 00	E. J. Biederstadt.....	10 00
W. J. Gamm.....	25 00	J. A. Aylward.....	10 00
E. T. Owen.....	25 00	W. A. P. Morris.....	10 00
George Raymer.....	25 00	H. A. Groves Sons.....	10 00
John C. Spooner.....	25 00	E. J. Hart.....	10 00
Frank W. Hoyt.....	25 00	F. A. Averbek.....	10 00
Charles N. Brown.....	25 00	T. C. McCarthy.....	10 00
Frank W. Jacobs.....	25 00	F. H. Edsall.....	10 00
H. B. Hobbins.....	25 00	H. B. McGowan.....	10 00
A. D. & J. V. Frederickson	25 00	F. Verberkmoes.....	10 00
Olson & Veerhusen.....	25 00	S. J. Fryette.....	15 00
H. L. Butler.....	25 00	Geo. A. Lougee.....	10 00
A. H. Kayser.....	25 00	Askew Bros.....	10 00
A. H. Hollister.....	25 00	Simon Bros.....	10 00
Thos. H. & W. W. Gill....	25 00	The Hub.....	10 00
Burr W. Jones.....	25 00	P. B. Knox.....	10 00
I. P. Ketchum.....	25 00	H. A. Gilbert.....	10 00
B. B. Clarke.....	25 00	J. W. Hobbins.....	10 00
Conklin & Sons.....	25 00	J. H. Palmer.....	10 00
F. F. & A. E. Proudft....	25 00	C. E. Buell.....	10 00
Petrie, Herrington & Col-		L. R. Head.....	15 00
lins	25 00	Madison Saddlery Co....	10 00
F. W. Allis.....	25 00	John Corscot.....	10 00
Halle Steensland.....	25 00	Purcell Bros.....	10 00
Edwd. M. Fuller.....	25 00	D. B. Frankenburger....	10 00
C. J. Hausmann.....	25 00	Edwin E. Bryant.....	15 00
Wayne Ramsay.....	25 00	George Keenan.....	10 00
F. W. Oakley.....	25 00	Mautz Bros.....	10 00
R. Bunn.....	25 00	L. E. Stevens.....	10 00
Julius Klueter.....	25 00	Sumner & Morris.....	20 00
F. S. Giddings.....	25 00	E. Ray Stevens.....	10 00
A. A. Dye.....	25 00	A. K. Reindanl.....	10 00
W. D. Curtis.....	25 00	Sam T. Swansen.....	10 00
Kentzler Bros.....	20 00	J. H. Findorff.....	10 00
Teckemeyer & Menges....	25 00	A. Haswell.....	10 00
Brown & Nevin.....	25 00	E. L. Ross.....	10 00
E. F. Paunack.....	25 00	G. C. Kollock.....	10 00
David Stephens.....	25 00	Ralph C. Vernon.....	15 00
E. W. Keyes.....	25 00	Grinde & Schmedeman...	10 00
P. L. Spooner.....	25 00	Julius Zehnter Co.....	10 00
Madison Gas & Elec. Co..	25 00	Quammen, Danielson &	
E. G. Updike.....	25 00	Mueller	25 00
B. J. Stevens.....	25 00	George Curtis, Jr.....	10 00
F. G. & F. M. Brown....	25 00	Nils P. Haugen.....	10 00
Fairchild Estate.....	25 00	N. S. Gilson.....	10 00
W. A. Henry.....	25 00	W. T. McConnell & Son..	10 00
Alford Bros.....	25 00	W. A. Tracy.....	10 00
Alexander Kornhauser....	25 00	Chas. Elver.....	10 00
Fauerbach Brewing Co...	25 00	R. G. Thwaites.....	10 00
Frank M. Wootton.....	25 00	J. H. Carpenter.....	10 00
Philip R. Fox.....	25 00	Fred M. Schlimgen.....	10 00
N. B. Van Sylke.....	25 00	J. M. Naughtin.....	10 00
S. H. Marshall.....	25 00	H. C. Adams.....	15 00
A. L. Sanborn.....	25 00	Burdick & Murray Co....	10 00
D. K. Tenney.....	25 00	M. C. Clarke.....	10 00
L. S. Hanks.....	25 00	E. W. Eddy.....	10 00
F. T. McConnell.....	5 00	E. C. Hammersly.....	10 00
R. M. La Follette.....	10 00	W. A. Oppel.....	10 00

T. A. Coleman.....	10 00	M. L. Nelson.....	5 00
W. E. Petherick.....	10 00	Jackson Reuter.....	5 00
Piper Bros.....	10 00	G. J. Corscot.....	5 00
B. H. Doyon.....	10 00	Fred Rentschler.....	5 00
Jonas Bros.....	10 00	Ernest N. Warner.....	5 00
S. A. Nielson.....	10 00	N. D. Baker.....	5 00
N. O. Starks.....	10 00	Rufus B. Smith.....	5 00
C. G. Snow.....	10 00	Matt. R. Cronin.....	5 00
Mrs. W. S. Main.....	10 00	Joseph M. Boyd.....	5 00
Mrs. Mary L. Smith.....	10 00	A. G. Zimmerman.....	5 00
Wm. P. Lyon.....	10 00	H. L. Moseley.....	5 00
Jno. B. Winslow.....	10 00	L. W. Burch.....	5 00
J. E. Dodge.....	10 00	R. B. Dudgeon.....	5 00
J. C. Harper.....	10 00	O. S. Norsman.....	5 00
Clarke Gapen.....	10 00	A. T. Webb.....	5 00
F. W. Paunack.....	10 00	E. A. Brown.....	5 00
Julius Geo. Zehnter.....	10 00	Geo. Sullivan.....	5 00
S. A. Brant.....	10 00	Harlow Ott.....	5 00
Leslie & Burwell.....	10 00	Geo. E. Fess.....	5 00
L. McLane Hobbins.....	10 00	Henry H. Morgan.....	5 00
S. Higham.....	15 00	Gallagher Tent and Awning Co.....	5 00
F. D. Winkley.....	10 00	Chris. Laurence.....	5 00
G. E. Gernon.....	10 00	E. E. Heath.....	5 00
E. B. Steensland.....	10 00	John T. King.....	5 00
State Journal.....	15 00	J. H. Snell.....	5 00
J. B. Parkinson.....	10 00	F. D. Reed.....	5 00
Leonard W. Gay.....	10 00	Charles H. Hudson.....	5 00
G. H. Wells.....	10 00	E. A. Frederickson.....	5 00
N. P. Strause.....	10 00	Chas. Wehrmann.....	5 00
Riley & Son.....	10 00	Matt. Statz.....	5 00
George Soelch.....	10 00	Thos. Morgan.....	5 00
Theo. Herfurth & Son.....	10 00	Edward H. Smith.....	5 00
Geo. Burdick.....	10 00	W. D. McCue.....	5 00
J. B. Cassoday.....	10 00	Stanley C. Hanks.....	5 00
V. E. Peck.....	5 00	L. D. Sumner.....	5 00
J. W. Vance.....	10 00	Edwin Sumner.....	5 00
Patrick Cudahy.....	10 00	C. H. Schreiber.....	5 00
King & Walker.....	10 00	J. A. Mack.....	5 00
J. A. Swenson.....	10 00	F. A. Lyman.....	5 00
Bernard Minch.....	10 00	H. W. Quentmeyer.....	5 00
H. Schulkamp.....	10 00	Fischer & Niemann.....	5 00
Charles Slichter.....	10 00	W. G. Pitman.....	5 00
E. A. Birge.....	10 00	Samuel Thuringer.....	5 00
M. S. Slaughter.....	10 00	Blied & Schneider.....	5 00
J. C. Monaghan.....	10 00	S. P. Rundell.....	5 00
C. R. van Hise.....	10 00	H. C. Netherwood.....	5 00
Wm. S. Marshall.....	10 00	James Casserly.....	5 00
O'Brien, Scanlon & Powers.....	10 00	Thomas S. Tormey.....	5 00
G. L. Storer.....	10 00	R. R. Kropf.....	5 00
Elizabeth Mills.....	10 00	John C. Fehlandt.....	5 00
Ralph W. Jackman.....	5 00	E. F. Burmeister.....	5 00
Chas. D. Ficks.....	5 00	Nissen P. Stenjem.....	5 00
C. H. Bernhard.....	5 00	A. Donovan.....	5 00
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Theo. Hoeveler.....	5 00	J. C. Schubert.....	5 00
W. Haak, Jr.....	5 00	John Doyle.....	5 00
Richard Schmitt.....	5 00	Louis Haak.....	5 00
Florence Q. Norton....	5 00	D. C. Poole.....	15 00
G. S. Post.....	5 00	H. B. Ainsworth.....	20 00
S. H. Chase.....	5 00	George Raymer.....	200 00
W. G. Barckhan.....	5 00	E. S. Reynolds.....	15 00
John M. Nelson.....	5 00	A. L. Averill.....	50 00
J. E. Messerschmidt...	5 00	John M. Olin.....	60 00
C. J. Schneider.....	5 00	W. D. Taylor.....	200 00
B. E. Erickson.....	5 00	F. S. Giddings.....	50 00
Geo. Cripps.....	5 00	J. Herling.....	3 50
Allan G. Park.....	5 00	Louis Fliesram.....	3 75
R. H. Jackson.....	5 00	Michael Foley.....	3 82
Thos. F. Dyer.....	5 00	Henry Statz.....	3 75
Wm. Gird Beecroft....	5 00	William Keyes.....	3 82
J. O'Malley.....	2 50	Frank Rapp.....	3 78
O. M. Nelson.....	5 00	James Maloney.....	3 73
H. H. Ratcliff.....	5 00	Gottlieb Marks.....	3 85
A. Van Dusen.....	3 00	Thomas Lucas.....	1 92
Geo. E. Breitenbach...	5 00	T. Conlin.....	1 87
G. J. Fessler.....	5 00	M. Conlin.....	1 89
H. Rolfson.....	5 00	A. Herling.....	3 85
R. E. Replinger.....	5 00	J. Corcoran.....	3 46
G. R. Angell.....	5 00	J. McCraner.....	3 74
Chr. A. Nelson.....	5 00	E. McGilligan.....	3 78
Ed. Norton.....	5 00	David Nelson.....	3 72
Geo. C. Sayle.....	5 00	Mr. Kennison.....	3 53
W. H. Williams.....	5 00	R. Slack.....	3 63
A. W. Krehl.....	3 00	J. Hughes.....	3 88
Russell Jackson.....	5 00	Stephen W. Gilman....	3 00
C. K. Tenney.....	5 00	J. W. Curran.....	5 00
Mitchell Bros.....	5 00	F. B. Wynne.....	25 00
Henry M. Noble.....	5 00	B. V. Swenson.....	7 00
C. F. Rinder.....	5 00	H. B. McGowan.....	5 00
Chas. E. Jewett.....	5 00	F. T. McConnell.....	20 00
L. B. Gilbert.....	5 00		
E. Eckstadt.....	5 00	Total	\$17,998 24
Iver Hilsenhoff.....	5 00		

Disbursements.

1903.		
April 16.	August Schmidt & Co., for top for democrat wagon, voucher No. 752.....	\$19 05
April 18.	Severt Aasen, for work on drive, voucher No. 753	34 65

April 18.	Jack Corcoran, for work on drive, voucher No. 754	\$6 00
"	John McDonald, for work on drive, voucher No. 755	35 63
"	Louis Fliesram, for work on drive, voucher No. 756	43 05
"	John M. Olin, for amount paid for democrat wagon, voucher No. 757.....	12 00
April 24.	J. M. Dunn, freight on 19 carloads crushed stone drawn in fall 1902, voucher No. 760....	57 00
April 25.	Claus Clausen, for 7 days 1 hour work in Tenney Park, voucher No. 761.....	12 43
"	Fuller & Johnson Mfg. Co., for repairing plow, voucher No. 762.....	1 75
April 27.	Fuller & Johnson Mfg. Co., for 15 tooth cultivator, with short singletree, voucher No. 763.	5 00
May 1.	Charles N. Brown, for freight and cartage on trees and shrubs, voucher No. 764.....	51 91
May 2.	Louis Fliesram, for work on drive and planting trees, voucher No. 765.....	99 38
"	Andrew Olson, for work on drives and planting trees, voucher No. 766.....	49 00
"	Frank Lemon, for work on drives and planting trees, voucher No. 767.....	101 25
"	Severt Aasen, for work on drives and planting trees, voucher No. 768.....	58 50
"	Ole Lothe, for work on drives and planting trees, voucher No. 769.....	47 42
May 4.	O. H. Lothe, for work planting trees, voucher No. 770.....	9 10
"	Thomas Clausen, for work on drives and planting trees, voucher No. 771.....	55 65
May 6.	Patrick Griffin, for work on drives and planting trees, voucher No. 772.....	50 48
May 7.	Claus Clausen, for 1 month's work in Tenney Park ending May 1, 1903, voucher No. 773....	50 00
May 9.	Jno. Tierney, for planting trees, voucher No. 774	40 07
"	P. Gunkel, for use of horse 26 days and 8 hours at 75c per day, voucher No. 775.....	20 10
"	Jerome Devoe, for 3 days' work at \$1.75 per day, voucher No. 776.....	5 25
May 13.	O. S. Norsman, City Clerk, for drawing dirt, Tenney Park, voucher No. 777.....	9 40
"	King & Walker Co., for reconstructing dirt roller, voucher No. 778.....	28 50
"	Frank W. Hoyt, Treasurer, payment of note and interest to O. S. Kelly Co. for steam roller, voucher No. 779.....	477 56
May 18.	David Stephens, for crushed stone and screenings, voucher No. 780.....	88 24
"	Edward F. Paunack, for 18 cubic yds. crushed stone, voucher No. 781.....	10 80
"	Edward F. Paunack, for 354 cubic yds. crushed stone at 60c and 189¼ cubic yds. quarry screenings at 45c, furnished in fall of 1902, voucher No. 782.....	297 56
May 19.	John Kelley, for work planting trees, voucher No. 783.....	87 00

May	19.	George Harrington, for use of horse 2 days cultivating trees at 75c per day, voucher No. 785	\$1 50
"		Charles N. Brown, for trees and shrubs for 1903, voucher No. 786.....	485 22
May	21.	Bank of Wisconsin, in payment of \$300 note and interest from Dec. 6, 1902, at 6 per cent., voucher No. 787.....	308 25
May	23.	International Harvester Co., for repairing drivers to mower, voucher No. 788.....	1 30
"		John M. Olin, for money paid out for postage and other matters between July 29, 1902, and May 22, 1903, voucher No. 789.....	30 95
May	25.	Charles N. Brown, for freight and cartage on trees, voucher No. 790.....	3 21
May	30.	A. D. & J. V. Frederickson, for timbers repairing rustic bridge, voucher No. 792.....	1 20
June	2.	Thomas Clauson, for 22 days and 6 hours work on drive, voucher No. 793.....	39 55
"		Fuller & Johnson Mfg. Co., for 1 cultivator, voucher No. 794.....	4 25
June	4.	D. Hill, for seedlings for nursery, voucher No. 795.....	41 10
"		Frank Lemon, for 16 days 2 hours work on drives, man and team, voucher No. 796.....	60 75
"		Andrew Olson, for 21 days 6 hours work on drives, voucher No. 797.....	37 80
"		Louis Fliesram, for 22 days 2 hours work on drives, man and team, voucher No. 798.....	83 25
"		Severt Aasen, for 22 days 8 hours work on drives, voucher No. 799.....	51 30
June	6.	Patrick Griffin, for 22 days 6 hours work on drives, voucher No. 801.....	41 81
"		Patrick Griffin, for 5 days work of boy on drives, voucher No. 802.....	2 50
June	13.	O. C. Simonds, for design for Washington Ave., voucher No. 805.....	100 00
June	22.	Conklin Sons, for coal, voucher No. 807.....	8 50
June	8.	John Lowrey, for 2 days work, man and team, cutting grass Tenney Park, voucher No. 803.	5 00
"		Claus Clauson, for 1 month's work in Tenney Park, voucher No. 804.....	50 00
June	23.	Irving H. Brown, for delivering 800 copies of last annual report, voucher No. 808.....	8 00
June	29.	King & Walker Co., for 1 hour's work on mower and repairing steam gauge, voucher No. 809.	1 00
June	30.	Thomas Clauson, for 19 days 5 hours work on drives, voucher No. 810.....	34 12
July	6.	Claus Clauson, for 1 month's work in Tenney Park ending July 1, 1903, voucher No. 811...	50 00
"		Thomas Lowrey, for work in Tenney Park, voucher No. 812.....	7 60
"		Patrick Griffin, for 26 days work on drives, voucher No. 813.....	48 10
"		Miller-Parkinson Lumber Co., for lumber and posts, voucher No. 814.....	10 39
"		Frank Lemon, for balance due for work in month of June, voucher No. 815.....	6 75
"		Severt Aasen, for 27 days 4 hours work on drives, voucher No. 816.....	61 66

July 6.	Andrew Olson, for 27 days 4 hours work on drives, voucher No. 817.....	\$48 31
"	Louis Fliesram, for 26 days 6 hours work on drives, voucher No. 818.....	97 13
July 13.	Doyon & Rayne Lumber Co., for lumber, voucher No. 820.....	3 36
July 23.	International Harvester Co., for repairs, voucher No. 822.....	2 40
July 30.	Albert Duschek, for work on drives drawing stone, voucher No. 823.....	36 00
"	S. B. Judkins, for work on drive drawing stone, voucher No. 824.....	19 00
"	Ray Slack, for work on drive drawing stone, voucher No. 825.....	8 00
"	Ed. McGilligan, for work on drive drawing stone, voucher No. 826.....	20 00
"	Jack Corcoran, for work on drive drawing stone, voucher No. 827.....	17 00
"	Albert Herling, for work on drive drawing stone, voucher No. 828.....	20 00
Aug. 1.	Claus Clauson, for 1 month's work in Tenney Park, voucher No. 829.....	50 00
Aug. 4.	Fuller & Johnson Mfg. Co., for truck wagon, voucher No. 831.....	38 00
"	Edw. F. Paunack, for crushed stone and screenings, voucher No. 832.....	165 00
"	Louis Flisram, for 26 days 6 hours work on drives, voucher No. 833.....	99 75
"	Severt Aasen, for 27 days work on drives, voucher No. 834.....	60 75
"	Andrew Olson, for 27 days work on drives, voucher No. 835.....	47 25
Aug. 5.	Thomas Clausen, for 26 days 8 hours work on drives, voucher No. 836.....	46 90
"	Cantwell Printing Co., for printing annual report for 1903, voucher No. 837.....	100 00
"	L. S. Smith, for survey Mendota drive, voucher No. 838.....	74 50
Aug. 10.	Patrick Griffin, for 26 days 8 hours work on drives, voucher No. 841.....	49 58
Aug. 12.	Syracuse Chill Plow Co., for 2 slush scrapers, voucher No. 842.....	11 00
Aug. 14.	Conklin & Sons, for coal, voucher No. 844.....	8 64
"	Lindsay Bros., for 3 No. 1 Halsup scrapers, voucher No. 845.....	15 00
Aug. 18.	John Lowry, for cutting hay in Tenney Park, voucher No. 846.....	5 00
Aug. 29.	O. C. Simonds, for 1 day's services as landscape gardener, voucher No. 850.....	50 00
Sept. 1.	Claus Clauson, for 1 month's work, Tenney Park, ending Aug. 31, 1903, voucher No. 854..	50 00
Sept. 2.	John Lowry, for cutting grass twice in Tenney Park during August, voucher No. 855.....	5 00
Sept. 3.	Severt Aasen, for 3 days work on drives, voucher No. 856.....	6 75
"	Andrew Olson, for 1 day's work on drives, voucher No. 857.....	1 75
"	Louis Fliesram, for 2 days 7 hours work on drive, man and team, voucher No. 858.....	10 13

Sept. 3.	Patrick Griffin, for 7 days 8 hours work self and 2 days work of boy, voucher No. 867.....	\$15 43
"	Kroncke Bros., for 2 shovels and 1 sythe, voucher No. 869.....	3 25
Sept. 9.	John Lowry, for 5 days use of horse in planting, voucher No. 870.....	5 00
Sept. 11.	Fuller & Johnson Mfg. Co., for machine bolts and labor, voucher No. 871.....	90
Sept. 26.	Fuller & Johnson Mfg. Co., for repairing plow, voucher No. 873.....	75
Sept. 28.	Frank W. Hoyt, for postage, voucher No. 874..	29 06
"	Patrick Griffin, for 1 day's work on drive, voucher No. 877.....	1 85
"	John T. Johnson, for 1 day's work on drive, with team, voucher No. 879.....	4 00
Sept. 29.	Mautz Bros., for painting signs, voucher No. 886	2 25
Oct. 1.	Claus Clauson, for 1 month's work in Tenney Park, voucher No. 887.....	50 00
Oct. 5.	W. T. McConnel & Son, for grass seed, voucher No. 889.....	50
"	Aug. Schmidt & Co., for repairing wagon, voucher No. 890.....	2 34
"	Miller-Parkinson Lbr. Co., for lumber, voucher No. 891.....	3 00
"	Fuller & Johnson Mfg. Co., for labor, voucher No. 892.....	2 48
"	Edward Roth, for filling lots in Tenney Park, voucher No. 893.....	11 80
Oct. 9.	Louis Fliesram, for cutting grass once in Tenney Park during Sept., 1903, voucher No. 896....	2 50
Oct. 10.	John Kelly, for 6 days 9 hours work filling Tenney Park lots, voucher No. 897.....	17 25
"	Cantwell Printing Co., for envelopes, voucher No. 898.....	3 00
"	P. M. Lyons, for sharpening and repairing tools, voucher No. 899.....	6 00
Oct. 12.	Sam Simonson, for 9 days 7 hours work filling lots in Tenney Park, voucher No. 902.....	19 40
"	Joseph Aughney, for 10 days 7 hours work filling lots in Tenney Park, voucher No. 903..	21 40
"	Mike Kalliana, for 2 days work filling lots in Tenney Park, voucher No. 904.....	4 00
"	Tone Valinte, for 2 days work filling lots in Tenney Park, voucher No. 905.....	4 00
"	Benne Midthun, for 10 days 2 hours work filling lots in Tenney Park, voucher No. 906.....	20 40
Oct. 15.	Fred Abel, for 7 days 3 hours work filling lots in Tenney Park, voucher No. 907.....	14 60
"	Brown & Nevins, livery hire for Smith engineer in making survey, voucher No. 908.....	3 50
Oct. 16.	Geo. Bohmasch, for 5 days 5 hours work filling lots in Tenney Park, voucher No. 909.....	11 00
"	Joe Rasbo, for 9 hours work filling lots in Tenney Park, voucher No. 910.....	1 80
Oct. 17.	Charley Utter, for 5 hours work filling Tenney Park lots, voucher No. 911.....	1 00
"	John T. Johnson, for 33 days 3 hours work, man and team, filling Tenney Park lots, voucher No. 912.....	133 20

Oct. 17.	John Midthun, for 8 days work filling Tenney Park lots, voucher No. 913.....	\$16 00
"	Louis Fliesram, for 16 days 7 hours work, man and team, filling Tenney Park lots, voucher No. 914.....	66 80
"	Frank Lemon, for 16 days 5 hours work, man and team, filling Tenney Park lots, voucher No. 915.....	66 00
"	Patrick Griffin, for 16 days 7 hours work filling Tenney Park lots, voucher No. 916.....	30 90
"	Henry Beckman, for 16 days 7 hours work, man and team, filling Tenney Park lots, voucher No. 917.....	66 80
"	Tolof Bren, for 5 days work filling Tenney Park lots, voucher No. 918.....	10 00
"	Benne Midthun, for 6 days work filling Tenney Park lots, voucher No. 919.....	12 00
"	Sam Simonson, for 6 days work filling Tenney Park lots, voucher No. 920.....	12 00
"	Joe Karuso, for 14 days 7 hours work filling Tenney Park lots, voucher No. 921.....	29 40
"	Tone Amodo, for 13 days 6 hours work filling Tenney Park lots, voucher No. 922.....	27 20
"	Mike Kaliana, for 3 days work filling Tenney Park lots, voucher No. 923.....	6 00
"	Andrew Olson, for 17 days 2 hours work filling Tenney Park lots, voucher No. 924.....	30 10
"	Severt Aasen, for 17 days 2 hours work filling Tenney Park lots, voucher No. 925.....	43 00
Oct. 21.	Joseph Aughury, for 2 days work filling Tenney Park lots, voucher No. 926.....	4 00
Nov. 3.	Patrick Griffin, for 7 days work on drive, voucher No. 935.....	12 95
"	Severt Aasen, for 2 days work on drive voucher No. 937.....	6 25
"	Louis Fliesram, for 2 days 1½ hours work on drive, voucher No. 940.....	8 60
"	Claus Clauson, for 1 months work in Tenney Park, ending Oct. 31, 1903, voucher No. 941..	50 00
Nov. 10.	Hans Woll, for 1 day's work in Tenney Park, voucher No. 945.....	2 00
"	John Flingstad, for 6 days work in Tenney Park, voucher No. 946.....	12 00
"	Martin Svalheim, for 6 days work in Tenney Park, voucher No. 947.....	12 00
Nov. 6.	Mike Conlin, for 7 days work, man and team, in Tenney Park, voucher No. 948.....	28 00
Nov. 10.	Renda Veto, for 7 days work in Tenney Park, voucher No. 949.....	14 00
"	Charles Mason, for 6 days 7 hours work in Tenney Park, voucher No. 950.....	13 40
"	Henry Wolfleu, for 6 days 6½ hours work in Tenney Park, voucher No. 951.....	13 30
"	J. G. Clauson, for 6 days work in Tenney Park, voucher No. 952.....	12 00
"	Tolof Creu, for 7 days work in Tenney Park, voucher No. 953.....	14 00
"	John Midthun, for 7 days work in Tenney Park, voucher No. 954.....	14 00

Nov. 10.	Patrick Griffin, for 7 days work in Tenney Park, voucher No. 955.....	\$12 95
"	Andrew Olson, for 7 days work in Tenney Park, voucher No. 956.....	12 25
"	Louis Fliesram, for 7 days work, man and team, in Tenney Park, voucher No. 957.....	28 00
"	John T. Johnson, for 14 days work, man and team, in Tenney Park, voucher No. 958.....	56 00
"	Henry Beckman, for 6 days 9 hours work, man and team, in Tenney Park, voucher No. 959..	27 60
"	Severt Aasen, for 7 days work in Tenney Park, voucher No. 960.....	17 50
Nov. 27.	Lilly H. McCue, for prize money to school children, voucher No. 963.....	5 00
"	Lilly H. McCue, for prize money to school children, voucher No. 964.....	5 00
Nov. 28.	Patrick Griffin, for 8 days work on drive, voucher No. 972.....	14 80
"	Louis Fliesram, for 7 days 8 hours work on drives, voucher No. 977.....	31 20
"	Thomas P. Nelson, repairing damage to pump house, Tenney Park, voucher No. 978.....	5 28
Dec. 1.	Edw. F. Paunack, for 31½ yds. quarry screenings and 15 yds. crushed stone, voucher No. 980.....	23 23
"	C. F. Cooly, for 12 inch pipe and cement for drive, voucher No. 981.....	19 85
Dec. 3.	Cantwell Printing Co., for 1500 letter heads and printing, voucher No. 985.....	5 50
"	A. H. Kayser, for lumber and posts, voucher No. 986.....	2 33
"	Sumner & Morris, for tools, voucher No. 987..	8 99
Dec. 7.	Claus Clauson, for 1 month's work in Tenney Park, ending Nov. 30, 1903, voucher No. 989.	50 00
Dec. 9.	Stephenson & Studeman, for tools for ass'n for season of 1903, voucher No. 998.....	6 04
1904.		
Jan. 9.	D. L. Davidson, for rubber boots for Tenney Park, voucher No. 1001.....	4 50
Jan. 11.	Thomas Anderson, for 12 days work on Farewell Drive, voucher No. 1002.....	21 00
Jan. 15.	Fred Huels, for sharpening saws for trimming trees, voucher No. 1003.....	1 00
Jan. 20.	The Madisonian, for purchasing and printing 350 postal cards, voucher No. 1004.....	5 25
Jan. 23.	Charles N. Brown, for money paid out by Mr. Brown in publishing annual report for year 1903, voucher No. 1005.....	113 60
"	Charles N. Brown, for expenses and services collecting old subscriptions, voucher No. 1006	25 30
Jan. 26.	The Madisonian, for printing 100 postal cards, voucher No. 1007.....	2 25
Feb. 4.	State Journal Printing Co., for printing circulars, voucher No. 1008.....	11 25
Feb. 12.	Parsons Printing Co., for printing 400 postal cards, voucher No. 1010.....	5 25
Mar. 2.	A. H. Kayser, for lumber, voucher No. 1012....	3 14
Mar. 8.	L. S. Smith, for engineering services in making blue print map of Lake Wingra, voucher No. 1014.....	6 30

Mar. 3.	W. D. Taylor, for engineering services, proposed park in Wingra Park, voucher No. 1013	\$10 00
Mar. 26.	E. S. Reynolds, for work man and team moving horse stable, voucher No. 1015.....	4 00
Mar. 30.	Severt Aasen, for work and tools making tests Lake Monona bay, voucher No. 1016.....	10 50
Mar. 31.	Andrew Olson, for 4 days 5 hours work making tests Lake Monona bay, voucher No. 1017..	7 88
Mar. 30.	Andrew Olson, for 3 days work making tests Lake Wingra, voucher No. 1018.....	5 25
"	Nels Enger, for 2 days 5 hours work making tests Lake Wingra, voucher No. 1019.....	4 38
April 1.	Blied & Schneider, for one expansion bit making tests Lake Monona bay, voucher No. 1020	1 40
April 6.	Peter Burger, for 2 hay rakes purchased June 6, 1903, voucher No. 1021.....	50

Disbursements for Yahara River Improvement.

1903.		
April 18.	Severt Aasen, for labor making tests, voucher No. 758.....	17 00
"	John M. Olin, for money paid men testing river and for tools, voucher No. 759.....	39 45
May 19.	James L. Gilman, for surveying Steinle tract, voucher No. 784.....	7 50
May 30.	A. D. & J. V. Frederickson, for stakes, voucher No. 791.....	2 25
June 5.	Grant Thomas, for expenses incurred in securing subscriptions for Yahara river Imp. voucher No. 800.....	13 80
June 15.	Geo. W. Stoner, Reg. of Deeds, for recording contracts for land along Yahara river, voucher No. 806.....	9 25
July 9.	James W. Gilman, for services one month, ending July 8, 1903, voucher No. 819.....	50 00
July 15.	Clarke & Thomas, payment on contract for dredging Yahara river, voucher No. 821....	345 00
Aug. 3.	N. J. Johnson, for work dredging Yahara river, voucher No. 830.....	203 19
Aug. 10.	City of Madison, for water pipe, voucher No. 839	3 50
"	James W. Gilman, for one month's services inspector at lock, ending Aug. 8, 1903, voucher No. 840.....	50 00
Aug. 12.	Geo. C. Sayle, on contract for construction of lock, voucher No. 843.....	3,200 00
Aug. 20.	Thomas Clauson, work 12 days and 2 hours, voucher No. 847.....	21 35
Aug. 18.	D. F. Conlin, for freight and cartage on scrapers, voucher No. 848.....	1 25
Aug. 26.	Lindsay Brothers, for one No. 1 Haslup scraper, voucher No. 849.....	5 00
Aug. 31.	N. J. Johnson, for work to Aug. 29, 1903, voucher No. 851.....	931 50
Sept. 1.	A. H. Kayser, for lumber, voucher No. 852.....	27 60
"	J. A. Steinle, for dirt, top dressing, voucher No. 853.....	100 00

Sept. 3.	Frank Lemon, 12 days 6 hours work, man and team, voucher No. 859.....	\$50 40
"	Louis Fliesram, for 16 days 8 hours work, man and team, voucher No. 860.....	67 20
"	John T. Johnson, for 4 days 5 hours work, man and team, voucher No. 861.....	18 00
"	Severt Aasen, for 22 days and 7 hours work, voucher No. 862.....	56 75
"	S. P. McCann, for 4 days 2 hours work, man and team, voucher No. 863.....	16 80
"	Andrew Olson, for 18 days work, voucher No. 864.....	31 50
"	John McRay, for 7 days work, man and team, voucher No. 865.....	28 00
"	Henry Beckman, for 5 days 7 hours work, man and team, voucher No. 866.....	22 80
"	Patrick Griffin, for 17 days work, voucher No. 868.....	31 45
Sept. 16.	S. P. McCann, for 3 days work, man and team, voucher No. 872.....	12 00
Sept. 28.	August Walters, for 4 days work, voucher No. 875.....	7 00
"	Henry Beckman, for 18 days 2 hours work, voucher No. 876.....	72 80
"	Patrick Griffin, for 21 days 5 hours work, voucher No. 878.....	39 78
"	Andrew Olson, for 19 days 5 hours work, voucher No. 880.....	34 13
"	Severt Aasen, for 21 days work, voucher No. 881.....	52 50
"	John T. Johnson, for 32 days work, voucher No. 882.....	128 00
"	Frank Lemon, for 19 days 4 hours work, voucher No. 883.....	77 60
"	Louis Fliesram, for 10 days 3 hours work, voucher No. 884.....	41 20
Oct. 5.	George C. Sayle, part payment constructing lock at dam, voucher No. 888.....	2,000 00
"	N. C. Johnson, for work dredging, voucher No. 894.....	1,143 00
Oct. 8.	Ole Orvold, for work on Yahara, voucher No. 895	13 40
Oct. 10.	Bradford Whitney, 2 per cent. of \$2,725.50 collected for Yahara river Imp., voucher No. 900	54 51
"	James Gilman, for 18 days work inspecting lock at dam, voucher No. 901.....	30 00
Oct. 22.	Frank Lemon, for 2½ days work, man and team, voucher No. 927.....	9 00
Oct. 24.	Clarke & Thomas, part payment on contract dredging river, on estimate dated Oct. 23, 1903, voucher No. 928.....	387 00
Nov. 3.	Andrew Olson, for 1 day 2 hours work, voucher No. 929.....	16 10
"	John Midthun, for 11 days 5 hours work, voucher No. 930.....	23 00
"	John T. Johnson, for 7½ days work, man and team, voucher No. 931.....	30 00
"	John T. Johnson, for 15 days 3 hours work, man and team, voucher No. 932.....	61 20

Nov. 3.	Henry Beckman, for 11 days 5 hours work, man and team, voucher No. 933.....	\$46 00
"	Patrick Griffin, for 4 days 7½ hours work, man and team, voucher No. 934.....	8 79
"	Mike Conlin, for 3 days 8 hours work, man and team, voucher No. 936.....	15 20
"	Severt Aasen, for 10 days 3 hours work, voucher No. 938.....	25 75
"	Louis Fliesram, for 10 days 3½ hours work, man and team, voucher No. 939.....	41 40
Nov. 4.	D. F. Conlin, for freight and drayage on road scraper, voucher No. 942.....	50
"	N. J. Johnson, for work dredging, voucher No. 943.....	869 07
Nov. 10.	Fuller & Johnson Mfg. Co., for one steel plow, voucher No. 944.....	12 55
Nov. 14.	Lindsay Bros., for 3 No. 1 Haslup scrapers, voucher No. 961.....	15 00
Nov. 17.	E. S. Reynolds, for freight and drayage on 3 scrapers, voucher No. 962.....	1 66
Nov. 28.	John T. Johnson, for bal. due for work on river, part of bill of \$62.40, voucher, No. 965.....	50 00
"	John T. Johnson, for bal. due for work on river, part of bill of \$62.40, voucher No. 966.....	11 50
"	John T. Johnson, for bal. due for work on river, part of bill of \$62.40, voucher No. 967.....	90
"	J. J. Olason, for 3 days 6 hours work, voucher No. 968.....	7 20
"	Andrew Olson, for faithfulness in work, voucher No. 969.....	20 00
"	Patrick Griffin, for faithfulness in work, voucher No. 970.....	20 00
"	Andrew Olson, for 8 days 4 hours work, voucher No. 971.....	14 70
"	Henry Beckman, for 4 days 6 hours work, voucher No. 973.....	18 40
"	Mike Conlin, for 5 days 3 hours work, voucher No. 974.....	21 20
"	Severt Aasen, for 9 days 8 hours work, voucher No. 975.....	24 50
Nov. 28.	John Midthun, for 5 days 1 hour's work, voucher No. 976.....	10 20
Dec. 1.	Blied & Schneider, for 6 shovels, voucher No. 979.....	6 30
"	C. F. Cooley, for 250 ft. 8-in. pipe, voucher No. 982.....	37 50
"	Taylor & Gleason, for printing envelopes and subscription notices between May 2 and Oct. 8, 1903, voucher No. 983.....	17 25
"	N. J. Johnson, for 90 per cent. of amount earned in Nov., 1903, for dredging, voucher No. 984.....	587 25
Dec. 4.	A. D. & J. V. Frederickson, for 50 2½-inch oak stakes, voucher No. 988.....	1 25
Dec. 12.	George C. Sayle, full payment for balance on contract for construction of lock, voucher No. 990.....	800 00
"	George C. Sayle, for extra labor removing old timbers at lock, voucher No. 991.....	16 00

Dec. 12.	William D. Taylor, for expenses, two trips to Chicago, one trip to Nashotah, and for money paid stenographer, voucher No. 992..	\$28 80
"	William D. Taylor, for work on original plans Yahara river improvement, voucher No. 993	50 00
"	William D. Taylor, for engineering services at construction of lock, being 5 per cent. of contract price of \$6,000 as per agreement, voucher No. 994.....	300 00
Dec. 14.	Clarke & Thomas, part payment on contract for dredging, voucher No. 995.....	268 00
"	A. O. Fox, for filling upon land that went to Geo. B. Burrows, voucher No. 996.....	100 00
Dec. 24.	N. J. Johnson, for expense incurred moving dredge under railway bridges, voucher No. 997.....	86 18
Dec. 31.	Stanley Boyd, for 2 per cent. commission collecting \$1,338.00, voucher No. 999.....	26 72
1904.		
Jan. 7.	N. J. Johnson, for 90 per cent. of amount earned from Dec. 3, 1903, to and including Jan. 2, 1904, voucher No. 1000.....	453 12
Feb. 5.	N. J. Johnson, for 90 per cent. of amt. earned from Jan. 4 to Jan. 30, 1904, inclusive, voucher No. 1009.....	372 65
Mar. 2.	N. J. Johnson, for dredging from February 1 to February 29, inclusive, voucher No. 1011....	307 50
April 6.	N. J. Johnson, for dredging from March 1 to March 31, 1904, inclusive, voucher No. 1022..	591 25
		\$21,084 87
April 22.	Balance	2,630 65
		\$23,715 52
April 22.	To balance on hand.....	\$2,630 65

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.

A. E. PROUDFIT,

CHARLES N. BROWN.

