

REPORT
of the
Board of Park
Commissioners

SPOKANE
WASHINGTON

OLMSTED BROTHERS
LANDSCAPE ARCHITECTS, BROOKLINE, MASS.

JOHN CHARLES OLNSTED, FREDERICK LAW OLNSTED JR.

ASSOCIATE MEMBERS

JAMES FREDRICK DAWSON, PERCIVAL GALLAGHER

Mr. A. L. White, President,
 Board of Park Commissioners, Spokane, Wash.
 Dear Sir:

At various times we have examined the City of Spokane with reference to its needs and opportunities in the matter of parks, and we now submit our report on this subject.

NEED OF PUBLIC PARKS:

We have noticed that the need of parks is not greatly felt by the great mass of citizens in a city of this size, or at any rate it does not manifest itself so publicly as to attract attention. It should not be assumed, however, that the people do not need parks because they fail to clamor for them. The fact is that the great mass of the people are so engrossed in their daily work and domestic and social life that they do not feel the need of inquiring into those additions to municipal activities that a study of other municipalities would lead one to appreciate and to advocate in this city. In sanitary matters some progress has been made, yet, if we are to judge by what has been done in more advanced cities, additional provisions for the health of the mass of the citizens are needed. It is recognized that public baths and public gymnasias conduce greatly to the health, morality and well being of the people. They are mainly sanitary, but whatever increases the general health of the public also tends to improve the morality of the public.

It is well understood, by those who have studied the subject, that, public parks, while ostensibly undertaken for the pleasure which their beauty affords the people, are also very important aids to the improvement and preservation of the health of the people. City life, with its confinement during long hours to stores, offices, factories and the like, has a decidedly depressing effect on the general health and stamina of the bread winners. Even the home-keeping members of families living in the city are apt to be similarly depressed. This comes about mainly from the lack of invigorating exercise in the fresh air. Confinement and sedentary life tend to weaken the system to the point where it yields to diseases such as consumption, heart failure, apoplexy and diseases of the digestive apparatus and secretory glands. What is needed as a counteractive is not stimulants, which sooner or later still further weaken the system, but exercise out-of-doors.

Parks constitute one of the best means of drawing people out-of-doors. Mothers resort to parks with their little babies and children under the school age, because they can do so with a feeling of safety and pleasure. School children are attracted to parks mainly for active play. Young men and young women go to parks for tennis, baseball, sociable walking together, or even for solitary enjoyment of the beauties of nature. It rarely is a sense of duty that leads young people to take exercise and fresh air in the parks, but they get the exercise and fresh air incidentally to enjoying themselves. Older men and women find an inducement to walk in the parks for golf or tennis or to watch others play, or to see other visitors and their clothes and horses, automobiles, and the like, or to study birds, flowers, or other attractive details of nature, or for the more refined and artistic satisfaction to be derived from the contemplation of landscape and of the sky and clouds.

Then again, city life involves a continual strain of the nerves, through the need of avoiding dangers of the factory and street and owing to the multitudinous harsh noises and the vivid and eye-tiring sights and through having to give attention to so many things and to talk to so many people. Even to the well, this is tiring to the nerves, but to those who are delicate, it often becomes a torture. After all, it is to those whose nerves are tired - and they are a large proportion of the dwellers in a city - that the parks are most immediately beneficial.

LARGE PARKS:

When we have gone more often and more deeply into the enormous benefit which parks are to the health of the people of the city, we come to realize not only the importance of having parks conveniently accessible, which is a very obvious requirement, but also the reason why they should be large. For those who

are going to play field games, the sport itself affords abundant exercise in the fresh air, but the vast majority do not care to indulge in these more or less vigorous games. They are content to look on, or they want to see or hear something else that is interesting—something that they don't see every day of their lives, things especially that will bear being seen frequently without losing all interest. All those who wish to play baseball want is a level field of a few acres, surrounded, in case of match games, by rows of benches and a high fence, and they want it handy to the street cars and to their homes. They do not particularly want a half mile of walk through beautiful groves and meadows. Therefore, from their point of view, a baseball field in a small park conveniently situated is better than one in the remote part of a large park two or three miles from the centre of the city. The same holds true of many other recreation features such as are commonly introduced into parks.

But those who take part in field games are a small minority. Parks are for the greatest good of the greatest number. The greatest good parks can do in the direction of exercise for the mass of the visitors, is to offer inducements for the people to walk reasonable distances amid agreeable, nerve-resting surroundings. In this respect large parks are much more worth while than small parks, because in them the attractions can be more numerous and more varied and can be so scattered as to lead to nerve-soothing walks amid pleasing surroundings. The visitor need not see the same attractions at each visit, though many of the interesting features will bear being seen at frequent intervals. Also, a large park which is wide and varied in topography will offer several alternative routes to the more distant features, thus affording variety in the walks, and one route can be differentiated from another, not only in scenery, but in steepness, indirectness, and adaptation to hot, sunny days, when shade is a desideratum, or to cool days, when the sun is grateful, or to dull, cloudy days, when bright colored flowers are especially good for their cheerfulness.

But, aside from their direct relation to public health by inducing to exercise in the open air, outlying large parks are needed, in addition to conveniently located, numerous small parks, in order to preserve or provide landscape for the enjoyment of the people. Well-to-do people can go during the summer to the lakes and mountains or to beautiful country residences, amid woods, farms and pastures, for a change from the more artificial and nerve-tiring city life, but the majority of the people can hardly do this.

So long as the mass of the people are living in cottages on large lots, with plenty of land, temporarily vacant, scattered all about them, they do not so much suffer from not living out in the country in summer; but this condition is rapidly changing, so that large parks—which are in effect reservations of country scenery—easily resorted to as often as desired, are becoming more and more necessary for the people who live all summer in the city.

It takes a long time for our people to learn to make full use of the large outlying parks after they have them. This goes to show how difficult it is for the majority to realize that they really need large parks. In some large cities where the people have had large parks for several decades, there are ordinarily from 25,000 to 50,000 visitors in the park of a pleasant summer afternoon or evening, and from 100,000 to 200,000 or more on pleasant holidays. The people of such a city could not be persuaded to sell its large parks and expend the money in public squares or small parks, much as they value these similar recreation grounds. The people of these cities, whether they realize it or not, are really in love with the landscape of their large parks. They find in the breadth and extent of the scenery in the large parks, a pleasure and satisfaction, a restfulness for the nerves, and a soul-inspiring quality, which they do not experience to anything like the same degree in a small park.

We therefore deem it our first duty to urge your Board to secure the land for several large parks as soon as may be, so that the existing opportunities for preserving beautiful natural landscape, conveniently accessible by the mass of the people, may not be lost by the spread of subdivisions and city improvements.

FOUR LARGE PARKS RECOMMENDED:

The City of Spokane has remarkable opportunities for preserving big and strikingly picturesque landscape features for its parks. Four localities especially commend themselves to our judgment as being most desirable sites for large parks.

Gorge Park: Nothing is so firmly impressed on the mind of the visitor to Spokane, as regards its appearance, as the great gorge into which the river falls near the centre of the city. It is a tremendous feature of the landscape and one which is rarer in a large city than river, lake, bay or mountain. Any city should prize and preserve its great landscape features, inasmuch as they give it individuality. Chicago has spent millions for its Lake Shore parks. New York has spent more millions on its great Riverside Park and Drive extending for many miles along the Hudson River. Many instances could be enumerated showing that the wisdom of preserving such landscape features has been recognized and acted upon by making them enjoyably accessible by laying out parks and parkways along them.

The river gorge within the built-up part of Spokane has already been partially "improved," as one might ironically say, but it is questionable whether any con-

siderable portion of the community is proud of most of those improvements. How much better it would have been if the gorge had been reserved from commercial development, except what was necessary to utilize the power of the falls, and if the cost of streets, sewers and houses down in the gorge had been put into developing other parts of the city better adapted for residence and manufacturing. Spokane should certainly preserve what beauty and grandeur remains of its great river gorge.

The precipitous slope of the right (north) bank of the river as yet remains almost unoccupied by expensive buildings, although its natural, wild beauty is rapidly being destroyed by dumps of earth and rubbish. The few buildings that encroach upon it are cheap, and the cost of ridding the slope of them would not be exorbitant. This whole north slope is exceedingly conspicuous to a great many people, and its preservation as a beauty spot would certainly be widely appreciated.

The bottom lands and less precipitous slopes south of the river, from the high bridge down to the junction of the valley of Latah Creek, a distance of about one and one-half miles, are already mostly occupied by buildings, mainly of a very cheap class.

The cliffs formed by street grading and the retaining walls not hidden by buildings, should be beautified by vines and masked by trees.

Most of the streets below the cliff should be curbed with narrow roadways, so as to leave ample space in the sidewalks. In these spaces trees should be planted with all needed soil. The object of planting in the streets is, of course, to mitigate, by means of the foliage of tall trees, the sordid effect of looking down upon the roofs of houses. This object could be still better accomplished if the residents there were encouraged to plant shade trees or even fruit and nut trees in their back yards and to grow vines over their porches, fences and outhouses. For the general good, the Park commission would be justified, in such a locality, in improving the landscape by planting trees and vines on private land by agreement with the owners. An ordinance should be passed, and always enforced, limiting the height of buildings in that section of the city so they would not overtop the trees. Such an ordinance, to be legally effective, would have to provide for payment of any damage the restriction could be proved to cause to the value of private property. A better way, if it can be worked, would be to buy the easement of each property owner and get a deed for it.

A narrow strip for a walk and some planting should be secured along the south shore of the river. At some points widenings should be made for little children's playgrounds.

A little further down the river, where the land becomes cheap enough to permit it, the park should widen out on the left bank to include land enough for lawns and playfields, a pleasure drive, walks, border plantations, and landscape gardening effects.

On the right bank the boundary should be on the top of the bluff, to include a boundary road, which, however, would be adjusted to the railroad about to be built there, and having two or more subway approaches under the railroads.

The spur in the bend of the river is not so steep as the side of the gorge further upstream (east), so it would be practicable to zigzag a drive down it to a low grade bridge to connect with the pleasure drive south of the river.

It is proposed to extend this park along the right bank of the river to the street railway amusement resort called "Natatorium Park" and along the left bank of the river to Fort Wright, U. S. Military Reservation.

From the spur referred to down the river to Natatorium Park, the right bank is so exceedingly steep that a drive could not be built along the river except at great expense for retaining walls. Even a walk will be costly.

It will tax the ingenuity of the landscape gardener to cover these great, precipitous slopes with verdure where the original wild growths have been destroyed or are too sparse, but we believe it can be done. While the aim should be to establish hardy, woody plants which will stand the drought and the intensely hot afternoon sun of summer, yet much effect can be obtained from wild flowers, which will bloom in the spring or early summer and then dry up, scattering their seeds for the next season.

The area of this park as shown on the plan is about 284 acres. Of this, about 167 acres downriver from Latah Creek and the spur north of the river, is far enough from the business districts of the city, and so excessively steep, that owners may very reasonably be expected to give it to the Park Commission.

The less steep portion of this park lying north of the river, is one and one-half miles from the centre of the city and is accessible by way of Cochran street from the electric street railway on Broadway, about one-quarter of a mile away. The less steep, broad portion of the park south of the river and downstream from Latah Creek, is one and three quarters miles in a bee line from the centre of the city and is accessible by the Fort Wright line of electric street railway near the southeast corner of Greenwood cemetery, about one-quarter of a mile away.

Upriver Park: This park would extend upriver from the footbridge below the waterworks dam. The footbridge is about four and a third miles in a bee line from the centre of the city.

On the south side of the river there is a large area of comparatively level land above the steep bank of the river. Enough of this should be included in the park to afford a good example of meadow park scenery, to provide for several ballfields and for outdoor gymnasia, lawns, gardens, and other features, as well as for drives, walks, groves, and border plantations.

As it is likely that the city may draw from this land an underground water supply of purer quality than that of the river, there is ample justification or taking an unusually large area of this flat land.

The hills immediately north of the river, although somewhat deficient in trees for shade, are bold and high, and the outcropping rock is extremely picturesque. Enough of this hill land should be taken into the park to include the nearby summit, some five hundred feet high above the river, and for a winding drive and walks up to it. From this summit there is a very fine view, which will afford sufficient inducement for many to climb the hill.

Shade can be secured on the hill and both sides of the river by planting trees in irregular masses along the drives and walks.

At first, no doubt, irrigation would have to be done on a comparatively small scale, but as the city grows, more could be afforded, and the power from the water flowing over the dam could be used for pumping water when the city gets its water supply by gravity from some mountain stream at a distance. Then the planting of trees could be done to any desired extent, and the irrigation could be made to work almost automatically.

Aside from the meadow, which would afford space for scores of baseball games, tennis, golf and the like, the river would provide a rare opportunity for the dwellers in the city to enjoy boating on the still water above the dam.

After the city ceases to draw water from the river, which would be as soon as the underground water supply has been made available in adequate quantity, bathing in the river could be arranged for.

The area of this park as shown on the plan is approximately 1952 acres, 440 acres of this being level land south of the river, of which the city already owns about thirty acres used in connection with its waterworks.

The hill portion of the park begins less than one-quarter of a mile from the terminus of the electric street railway at Minnehaha Park.

From the same electric railway terminus to the lower end of the level part of the park at the intersection of Third avenue with the county road north of the river, is about three-quarters of a mile.

The park extends up the river from Eastside Park, which ends at the footbridge at the intersection of Lafayette Avenue with Circle Avenue, a distance of about one and three-quarters miles.

Downriver Park: The gorge of the river below Natatorium Park affords a remarkable landscape feature of much greater natural beauty than that of the gorge above Natatorium Park and the Great Northern Railroad bridge.

From the top of the bluff along the right bank of the river there is an extended and very beautiful distant view.

It is hard to believe that the land on the steep bluff along the right bank of the river from Natatorium Park to the west line of Montesano subdivision, has any value to adjoining private landowners other than as a means of keeping the view open in front of houses which may be built on the bluff. For this purpose, it would be far better for the landowners to deed the steep slopes to the Park Commission, without price, than to take their chances of the bluff being left in private ownership and being disfigured by carelessness, ignorance or unwise commercial investments.

This stretch of the river has the very great advantage that more than three miles of the left bank is already preserved by being in Fort Wright U. S. Military Reservation.

It would be a most unwise failure to take advantage of extraordinary favorable conditions if the Park Commission should not seize this opportunity of preserving this large section of the river gorge free from further disfigurement, since it can be done by acquiring free, or at merely minimal cost, a strip of commercially useless land along one side only of the river.

While the preservation of the gorge is exceedingly desirable, it would not in itself make a wholly satisfactory popular park. It will be necessary to include some of the nearly level land on top of the bluff on the north side for field sports.

The river is fine as it is, although it dwindles considerably in summer; still the water would be more imposing in the landscape, as well as more useful for boating, if it were raised by a dam as high as might be without interfering with the water power at the centre of the city.

When the city could afford it, intercepting sewers could be carried to and below the dam, and then the still water could be used for bathing.

The portion of this park which embraces the bend across the river (north) from Fort Wright, affords a beautiful, well-wooded, rambling ground, well adapted for picnicking and games requiring only small, level area. In addition to the bluff above, much of the cost of which can be equitably assessed upon private property benefited, a park drive and walk can be carried

close along the river, crossing by bridges where necessary. A walk can be built along the river elsewhere.

This park includes the boldest natural scenery of either of the large parks.

Having the river gorge and Fort Wright Reservation southwest of it, it will receive the prevailing southwest breezes of summer free from dust and smoke.

The area of Downriver Park is about 393 acres as shown on the plan, of which 167 acres is exceedingly steep and therefore almost without market value at present. Of practically level land above the bluffs, there is about 95 acres, including streets to be vacated. The remainder of the park, 131 acres, is fairly usable land on the slopes down to the river.

The upriver end of this park begins at the Pettet Subdivision, about one and one-half miles only from the centre of the city, but the broad, level portion south of Audubon Park, suitable for ball games, is about two and one-half miles from the centre of the city, and is accessible by the electric railway on Northwest Boulevard. The furthest end of this park is only three and one-half miles from the centre of the city.

Latah Park: This park lies south of the city on the northeast side of Latah Creek valley. The north end of this park, which is merely bluff, begins at 29th Avenue, two miles from the centre of the city; but the broad, level portion begins at Kings' Addition, three miles from the centre of the city.

It includes the wooded bluffs and a sufficient area of nearly level land above the bluffs for baseball and other field sports. Much of the plateau portion is wooded and suitable for rambling grounds and picnicking.

The principal drive and walk would follow the crest of the bluff. Another drive would wind through woods and border plantation surrounding the open meadow. Another drive would slant down the hillside and connect with country roads in the valley.

The bluff drive will command beautiful and extensive views from south to northwest across the valley of Latah Creek and over an extensive reach of picturesque country beyond. It will be open to the refreshing prevailing southwest breezes of summer, and will therefore be more free from smoke and dust than the smaller parks of the city.

The wooded ravines will give opportunities for delightful secluded walks and resting places. In the larger ravine a drive would descend to the valley of Latah Creek.

Along the east border of the park a speedway, over a mile long, could be constructed. This would be an ideal place for it, as the land is nearly level and there would be no necessity for driveway crossings of the speedway.

The Manito Park line of electric street railway at present ends on Grand Avenue, about three-quarters of a mile from the northwest end of the level portion of the park, but no doubt this gap will be eliminated by the extension of the street railway as soon as the level portion of this park is thrown open to public use.

The total area of this park as planned is 2,286 acres, of which 657 acres are on practically level land above the bluff, 557 acres are on very steep and almost valueless land, and the rest slopes moderately steeply and irregularly [*sic*] down to the creek.

LOCAL PARKS:

Rockwood Park: Among the medium-sized proposed parks, this park would be one of the most important in order to secure an equitable distribution of park benefits. It is on the irregular, cliff-like ledges at the north border of the table-land in the southeastern part of the city. It lies just between the two and a half and three mile circles and about one and one-third miles east of Manito Park. It includes a sufficient area of moderately level land for a ball field and for lawn games. It commands fine views over the city and across the Spokane Valley.

Although there are now few houses in the vicinity of this park, it is evident that it will, before many years, be surrounded by a large population. Part of it has been subdivided, but no streets have as yet been cut through it.

It is accessible at present by Southeast Boulevard, which passes along its west side. The nearest street railway at present is about half a mile north of it, but a projected line will probably terminate at its west boundary.

For the first few years a sufficient improvement of it will be to have a public shelter-house and a keeper's cottage, a few walks in the rocky portion, and a cleaning and grassing among the trees of the flatter parts of it, to fit it for strolling, picnicking, and lawn games. Later, a drive may be built, winding through it, and more walks may be added, and apparatus for various children's recreations, such as swings, seesaws, a wading pool, sand boxes and the like, may be installed. A little planting is desirable at the beginning to make the rough portions more interesting, but this should be of hardy varieties requiring little care and expense for irrigation after it is once established. It would be well to plant some hardy deciduous trees, particularly in the borders, to relieve the monotony of the pines; but not a great deal can be done in this way, with due regard for economy, until after the plans have been carefully studied, and even then some planting should be left until the drives and walks have been constructed.

Some small existing swamps can be turned into charming little lakes, if a sufficient supply of water can be spared from the city water mains. Water surfaces are always attractive in public parks, but particularly so in climates so dry in summer as Spokane.

The area of this park as proposed is 78 acres.

Queen Anne Park: This park is intended to occupy the valley within the large loop of the Medical Lake Electric Railway north of Queen Anne and some distance east of Garden Springs. It will include also the little wooded ravine down to Latah Creek.

The broader part of the valley can be drained and graded to form a field for baseball and lawn games. It can be made a beautiful small park, its chief landscape features being the grassy valley with borders of planting. The south side of the valley is rather steep, and can be left wooded, with walks for strolling; but the north border can be planted with deciduous trees and flowering shrubs.

The ravine will be a picturesque landscape feature. Here deep shade, with evergreen shrubbery and vines, ferns and the like, will be appropriate. Pools can be formed in such a way as to carry storm water, yet to retain water all summer with a very small supply.

In so small a park, it is undesirable to introduce drives, but visitors in carriages can see the park well from the bordering streets, some of which can be built and kept as park drives.

A valley like this is almost valueless to be subdivided for residences under present conditions, and, if subdivided, would be likely to be occupied by the poorest class of cottages, by stables, lumber yards, blacksmith shops and other commercial concerns requiring cheap land and comparatively indifferent to appearances and to sanitary conditions. Such occupation of the land would be a great detriment to the neighboring high-class residence properties. Nothing that can now be done would more surely and more greatly enhance the value of surrounding property than this park, nicely improved.

This park belongs to the class of local parks the whole cast of which might properly be assessed upon a special assessment district, because of the special benefits which would accrue from its accomplishments. If particular landowners should give the land, that circumstance should of course be taken into consideration in determining the assessments for improvements.

The area of this park as suggested is 73.6 acres. It is accessible by the Medical Lake Electric Street Railway. It lies between the one and a half and two and a half mile circles.

Ravine Park: This park includes the ravine up which the county road, called Greenwood Road, runs westerly from the city. This ravine lies east of, and partly in, Occident Addition.

It is hardly conceivable that much of this deep and steep-sided ravine can be profitably utilized in the near future for residence lots.

The plan should provide for relocating the county road higher up on the north hillside, with such curves as may be needed to fit the irregularities of the ground and to gain distance for a better grade. There should be a pleasure drive of very moderate width lower down on the same hillside.

High-up on the south slope, where the land is not so steep, there should be a broader road, upon which residence properties would face, but upon which no heavy teaming would be permitted. Thus the conditions would be provided for choice residence frontage.

There would be no opportunity for baseball fields, but tennis and other small lawn games could be provided for on the spur where the ravine branches. Above (west of) the tennis courts, there could be a public shelter-house, with apparatus for children's recreation, sand boxes and the like.

In the lower ravine pools could be formed to simulate a brook having rocky obstructions. Along this brook a walk could be carried. The steep slope on the south is already partly furnished with the wild syringa and other bushes and trees, and further planting should harmonize with the wild growths. On the sunny north slope vines must be relied upon, mainly, to clothe the raw banks which will result from the construction of the county road and the pleasure drive and the walks. Even on this sunny side, there should be an abundance of shade trees, but preferably of deciduous sorts, so there would be sunlight enough on the ground to enable the vines and wild flowers to flourish.

At one or two points bridges may eventually be needed. These should be concrete arches faced with the rough, picturesque rock of this vicinity. Retaining walls, if required, should be of similar appearance.

This park belongs to the class of local parks, the cost of which may be assessed on the district benefited.

The area of this park is 126 acres on the plan. It lies between the two-mile and three-mile circles. It is accessible at its east end, at the west end of First Avenue, by the Fort Wright line of street railway.

West Heights Park: This park is on the wooded heights west and northwest of Greenwood Cemetery. Part of the land is steep and broken by bold, picturesque ledges. As the slope faces the northeast, it is shady in the afternoon, and native trees and shrubs are growing abundantly and well upon it. There are also charming ravines and springs and running water. The plateau portion affords opportunity for drives which would command fine views over the city, and for walks in the woods, enough of which on the plateau can be cleared for ballfields, golf and the like. This park lies from two and one-half to three miles from the centre of the city. The Fort Wright electric railway line passes within less than a third of a mile of its lower end.

The area of this park as shown on plan is 190.9 acres.

Eastside Park: As there is every probability that there will be a large and dense population in the east side of the city, owing to its advantages for manufacturing establishments and business of all sorts, a moderate-sized park there, in addition to Upriver Park, may be regarded as essential. A park embracing both sides of the river above the D Street bridge would be as close in as it is now feasible to secure a park of adequate area.

This park would be very conveniently located with reference to the future population, but, above all, it would have the inestimable advantage of the river, both as a most enjoyable landscape feature and for use for boating and bathing. A low dam of moderate cost would be sufficient to make enough still water for these purposes.

This park is planned to be about one mile and a quarter long and about a quarter of a mile wide, the bulk of it being on the north side of the river, where there would be ballfields. Its area as proposed would be about 158.5 acres. Its west end is only five blocks from the electric railway at Illinois Avenue and B Street, and its south side is only one block from the Coeur d'Alene Electric Railway at the new city boundary. The lower (west) end of this park is three miles, and its upper end is about four and a third miles, from the centre of the city.

PARKWAYS AND BOULEVARDS:

To make the large parks, and such of the smaller parks as have notable landscape advantages, accessible, and to connect one with another by roads specially fitted for pleasure driving and walking, parkways and boulevards are necessary.

Broadly speaking, it is convenient to designate as boulevards such ways as are formal in character and as parkways such ways as are more or less informal. In both boulevards and parkways there must be a distinct quality of luxury and width and beauty of turf and trees, and in the latter there must be some landscape feature or naturalistic landscape gardening.

It is an abuse of language to call a street of ordinary width a boulevard. A street one hundred feet wide would be a street or avenue of handsome width, but a mean boulevard. As residence streets commonly have two rows of trees, a boulevard should have at least four rows, and should be wide enough to accommodate them properly. A width of 150 feet would generally be a minimum for a boulevard.

In the case of boulevards and parkways, the houses should be set back twenty-five feet or more from the sidewalk, and suitable legal methods for securing this should always be adopted at the time of laying out a boulevard or parkway.

This can be done by agreement with adjoining landowners, which agreement would be recorded like a deed.

In some cases the required setback is secured by right of eminent domain, with compensation for damages if any can be proved.

In some cases it is preferable to buy the adjoining strip outright, and then grant permits to adjoining landowners to use the strip in their front lawns under certain conditions controlling the use of their remaining land within a certain distance of the boulevard, or parkway, in such a manner as to insure a character of buildings and other conditions deemed suitable for a good-class residence neighborhood. Such restrictions would include, for instance, prohibition of advertising signs, the sale of liquor, trade and manufacturing, gravel pits and stone quarries, houses over two and a half stories high, tenement houses, houses of less than a specified cost, the keeping of swine or poultry and so on.

The cost of boulevards and most parkways may generally be borne by assessment districts.

Rockwood Boulevard: This boulevard is designed to connect Manito Park with Rockwood Park. It would follow the line of 21st Avenue, widening it equally on both sides in Manito Park Addition, but wholly on the north side in Houghton and Callahan's Addition, and then bending southeasterly to Rockwood Park. It is about one and one-third miles long. It would best have a driveway forty feet wide in the middle, parking strips forty-five feet wide on each side, each with two rows of trees, sidewalks eight feet wide, and a turf strip two feet wide next the fence lines, if fences are permitted. The building limit lines may vary in different parts. In land already subdivided they cannot well be more than twenty-five feet from the fence line, but in land not yet subdivided they may well be 50 feet from the fence line.

Highland Boulevard: This boulevard is designed to extend from the reservoir at 9th Avenue, by curving lines, to Rockwood Boulevard east of Manito Park Addition, a distance of one mile. It is intended to be 150 feet wide, with a central driveway 40 feet wide; reservations 10 feet wide for electric street railway on each side, separated from the driveway by curbing and covered with turf for the sake of appearance; parking strips 35 feet wide on each side; sidewalks 8 feet wide, and turf strips 2 feet wide next the fence lines. Where the land is sloping steeply crosswise, the sidewalks may be a few feet above or below the driveway, as the case may be. In special cases, interruptions to the formal arrangement may be made to preserve picturesque ledges. The setback of houses would be moderate in already subdivided land and more liberal in land to be hereafter subdivided, or whatever may be reasonable in particular blocks.

Manito Boulevard Extension: This extension of an existing boulevard two hundred feet wide would be from about 35th Avenue southward to Harlan Boulevard (so-called).

In passing through First Addition to Kings Addition, a replatting should be arranged for, if possible. It would be best to vacate Gandy Street, to turn the lots on its east side so they would face north or south, to have deeper lots facing the new boulevard, so as to permit of a fifty-foot setback, and to have an alley back of these lots. The owners of what are now corner lots on the east side of Gandy Street could be compensated by having lots a little wider than at present and with one side to the alley.

This boulevard is to have two roadways and a central parking strip.

It will connect Manito Park with Latah Park.

Its length will be about one and one-quarter miles, of which over three-quarters of a mile exists.

Moran Boulevard: This boulevard is designed to provide a continuation of the pleasure driving route by Highland Boulevard, Rockwood Boulevard and Rockwood Park to Moran Prairie and the level portion of Latah Park. It will run straight from Rockwood Park to Bismark Avenue at the south line of Section 33. It is proposed to take the whole of lots 3 and 12 in Dessert's 5-acre tracts and certain lots in Garden Park, making the width of this portion about 320 feet.

Turning westerly, this parkway would extend along the south line of Section 33 to Latah Park.

The width of this portion is proposed to be two hundred feet.

Its total length would be about two and one-quarter miles.

Adams Boulevard: This boulevard is designed to connect Manito Park with East Latah Parkway, and passes Adams Park. West of Lincoln Street it is designed to follow 21st Avenue widening equally on both sides. Its width is proposed to be 150 feet, and it would be two-thirds of a mile long.

East Latah Parkway: This parkway is to form a pleasant approach to Latah Park from Gorge Park and from the Cannon Hill district.

It begins at Pacific Avenue and A Street and runs southeasterly along the right (east) bank of Latah Creek, rising gradually to the bridge at 6th Avenue and Coeur d' Alene Street. It would continue thence along the creek, rising and descending to lessen grading and to connect with streets, southerly to Chestnut Street. Crossing that street, it would rise steadily to the crest of the bluff east of Latah Creek, crossing over or under the present Northern Pacific Railroad track. If this should remain after the main line has been relocated, this parkway would then follow the edge of the bluff to Latah Park at 29th Avenue.

Its length from Gorge Park or Spokane River to 29th Avenue on the bluff is two and one-third miles. Its area as planned is 163.9 acres.

Much of the land required for it is very steep and at present prices for good lots is practically worthless, except for the very cheapest little dwellings and, at a few spots, for small commercial buildings. In general, it is fair to assume that landowners could well afford to give the steep portion of their land required, in order to insure at first the preservation, and eventually the beautification, of the banks of the creek.

Where the slope above the proposed drive is very steep, it would not be desirable to plan for house lots facing the parkway. Owners of land in such cases should give as nearly as possible the whole height of the slope, in order that it may eventually be planted and cared for harmoniously and systematically by the Park Commission: that is to say, the great steep slope should be treated as a single consistent landscape feature.

Such a treatment would be far more enjoyable to landowners residing above the slope and overlooking it, than to have it cut up and treated in all sorts of ways, generally as a dump for rubbish, it is to be feared, by each resident.

Except in those limited stretches where the crosswise slope is so moderate as to warrant the erection of houses above the driveway, it is assumed that the construction of the expensive driveway would be postponed for many years; but where houses can be built so as to have access from the driveway, as would evidently be the case where the driveway follows the top of the bluff, the driveway might be constructed soon and at least half of its cost assessed on abutting land, or else suitable bargains can be made with the landowners concerned.

West Latah Parkway: The primary purpose of this parkway is to preserve and permit of the planting, where now bare, of the left (west) bank of Latah Creek, for the benefit of the view across the creek from East Latah Parkway and from the houses which exist, or will be built, on both sides of the valley and overlooking it.

Unless thus redeemed, the Latah Creek valley within the city is sure to become an eyesore and a detriment to all residence property in the vicinity.

It is not vitally necessary that there should be a continuous park driveway along the west side of Latah Creek, but it is most desirable that there should be a boundary road wherever it would act as a sufficient inducement to lot owners to face houses toward the parkway. The aim therefore should be to negotiate with landowners to so devise their subdivisions that there may be a broader road along the parkway land and that an equitable share of the cost of construction shall be borne by the lot owners. In general, the slopes on the west side of the creek, though often steep, are not so steep but that lots can be made to face to good advantage on a border road. The main thing is to secure and preserve and plant the land that is so low or so steep that it is not likely to be utilized for a good class of buildings.

The area proposed to be secured for this parkway is 123.7 acres, and its length 2.1 miles.

Upriver Parkway: A riverside drive is one of the most delightful of scenic parkways, therefore it would be a great waste of opportunity not to develop a pleasure drive along the river above the city. It would be valuable both for its own sake and as an agreeable approach to Eastside Park and Upriver Park.

Fortunately, the expense for land will not be large, because from Mission Street bridge up to D Street bridge the recorded subdivisions have provided streets along both shores of the river, so that along that portion of the river it will only be necessary for the Park Commission to acquire the narrow strip of land of varying width between the street and the river, and because the rest of the way to Upriver Park, with one small exception, would be through acreage property only.

The banks of the river are high and steep, so there seems to be no reason why the adjoining land should not, with the aid of an attractive parkway, become saleable for residences of a decent, if not of the most expensive, class, at as good prices as are likely to be paid for factory sites. If so, the individual landowners, especially the owners of acreage property, may be expected to give the land for this parkway.

The principal difficulty appears to be the possibility that parking the banks of the river above the Mission Street bridge may be objected to on the ground that it would hamper the growth of the city by interfering with possible factory sites.

This objection is somewhat more serious in Spokane than in many other cities having its advantage of a river, because the river below the city is so inaccessible, thus considerably reducing the amount of riverside factory site land.

This disadvantage as compared with some other cities on a river, can be overcome, if it is thought worth while, by means of one or more canals by which the water from the river could be carried through the comparatively level land east of the city and south of the river.

The principal inducement for locating a factory close to the river above Mission Street bridge would be to use the river water for condensers or for washing processes.

The district, including both sides of the river, above Mission Street bridge to the proposed Eastside Park, has already been platted with streets close to, and parallel with, the river, and the lots have been sold to many different individuals. Owing to the difficulty and expense of buying lots to make acreage, this section of the river is very unlikely to be in demand for large factories, even with the idea of using the river water for condensers or for washing processes. If, however, such should be the purpose in the case of any factory, large or small, either in the subdivided district or further up the river, where there is acreage property, the Park Commission could grant, under suitable restrictions, the right to lay pipes to draw water from the river, the pump being in private land on the side of the drive away from the river. Practically the only important objection to the arrangement would arise where the banks are so high that the suction pipe would have to be in a deep trench or tunnel and the pump in a well or pit, involving, perhaps, more expense than if the pumping plant were at the water's edge.

It does not seem reasonable that any such moderate additional expense to manufacturing concerns should be permitted to stand in the way of such a desirable riverside parkway.

Another objection that may be advanced against this parkway is that, even if it would not interfere with manufacturing plants, it would not be worth what it would cost, because it would be so crowded by manufacturing plants as to be surrounded by ugliness, which would quite destroy all enjoyment of the river.

The most obvious reasons, aside from the use of the river water, for locating factories close to this parkway, are that the land above the bank is fairly level south of the river and not so steep as to be unavailable for factories on the north

side, and that there are railroads near enough to enable spur tracks to be run in the streets from the railroads to factory sites.

The Great Northern Railroad is certainly near enough to riverside factory sites northwest of the river for a few blocks above the Mission Street bridge. Further up the river, however, the railroad rises so high above the river that spur tracks could not be easily brought to factory sites along the river, unless North Crescent Avenue should be given up to railroad tracks, and it is doubtful whether the owners of residence property would agree to that use of such an important street as this is likely to become.

But, even if the north side of the river from Mission Street bridge to D Street bridge, should be given over to factory sites, the pleasure drive could be on the south side of the river, and the factories could be made reasonably good looking, and they could be embellished with vines and partially screened by trees in North Riverton Street and on the bank.

South of the river the railroads are too distant from the river, from the Boone Avenue bridge to D Street bridge, to encourage the location of manufactories requiring a spur track. Above that point the pleasure drive might be carried along the north side of the river if the south side becomes occupied by factories.

The area of land required for this parkway, on both sides of the river below Eastside Park to Mission Avenue bridge, is 24 acres, and its length is one and one third miles.

PLAYFLELDS:

In addition to the playfields to be provided in most of the parks referred to, there should be several others distributed as evenly as possible in the already occupied parts of the city.

Generally, these playfields would have to be in subdivided land.

The blocks are usually either 270 feet square or 270 feet by 600 feet. The width of one block is not suitable for baseball, because the ball is liable to hit persons in the street not on the watch for it or to damage private property. The minimum size should therefore be four squares or 600 feet square.

This size should permit of a row of trees and a narrow belt of shrubbery around the playfield, so as to partially screen the necessarily bare playfield from the view of people in surrounding houses.

A ground of that size so fitted up would be neither as useful nor as attractive in appearance as such a playfield unattached to a park should be. It would be far better to double its size to 600 feet by 1,260 feet; that is, eight squares or four long blocks.

In such a ground there could be a lawn, with walks, and shrubbery, at one end, then a little folks' playground, then a women's outdoor gymnasium, then a public shelter-house, with toilet and dressingrooms, then a men's outdoor gymnasium, and at the other end a large, hard gravel playfield, with a border of trees and shrubbery. This boys' playfield can be slightly depressed, so it can be kept flooded for a few weeks in winter, when ice would form quickly, there being only a few inches of water to cool, and where parents could allow their children to skate without fear of drowning.

In connection with the shelter there could be a porch for a brass band, the audience being seated on settees on a hard gravel surface with shade trees, where any number could be accommodated without injury to the lawns and shrubbery. This hard gravel area can be used, when there is no concert, for a congregating and resting place and by little children for hoop rolling, skip rope, hopscotch, and such games.

It is not to be supposed that all these things can be afforded in the near future, but it is of the utmost importance that land for playfields of a size adequate to contain such provisions for health and recreation, should be secured now.

There is no question but that the land for playfields will be worth all its cost to the present generation, who will pay for it, even if it is only graded and smoothed to enable the boys to play ball upon it.

For this reason it would be reasonable to assess the cost of such playgrounds on all property within easy walking distance of it.

While we refer to these grounds as playfields, to distinguish them, it may be deemed better policy to call them parks, lest the owners of land to be assessed should get the impression that they are to be bare and ugly. As a matter of fact, they would certainly not be as bare and ugly as the streets, and no one object [*sic*] to streets on that score.

It is often a good idea, especially in the smaller parks and playfields, to extend the park to the curb line of the surrounding streets, or some of them, thus in effect considerably enlarging the park. In place of the regular sidewalk, a wide park wall, straight or curved as the design may require, is laid out in the park far enough from the curb to make it distinctly a park walk and not a regular sidewalk. This effect may often be increased by irregular masses of trees and shrubbery between the park walk and the curbstone. Usually the walk is not so indirect as to seriously discommode mere passersby, while they are given an enjoyment of the little park which they would not get in the same degree if they had to walk by outside the park.

A wading pool has been found to be a desirable feature in parks and playfields, especially in localities where there are a great many little children. That idea can be worked into either formal or informal designs. Not only is the surface of water a desirable landscape feature, but it is doubly useful since it can be used in winter to good advantage for skating. While intended primarily for wading and for sailing toy boats, the wading pool has in several instances come to be used by little children for bathing during warm weather. If bathing is permitted, suitable dressing rooms should be provided when they can be afforded. It is also necessary to have a walk all around the pool, so children sailing toy boats can reach the shore at all points without wearing out turf or shrubbery.

When it can be afforded, the main building in a playfield can be large enough to include indoor gymnasiums for men and boys and for women and girls, with dressing rooms, shower baths and even a swimming tank but, as a general rule, buildings for such purposes are so large as to be all out of proportion to the park and to the outdoor idea, and are more appropriately placed on lots bought for the purpose, and built with other than park funds, and managed by some other department of the city government than the Park Commission.

Hays Playfield: In Hays Park Subdivision the city already owns two long blocks, end to end. The two long blocks alongside of these, on the south, have only four houses on them, and should certainly be secured. In fact, it would be wise to add the next two blocks southward, which are entirely vacant.

With the area recommended, this playfield or local park could have borders wide enough to include lawns, little lakes, shrubberies, gardening and other features intervening between the bare playfield and the surrounding residences and affording rambling grounds for those not interested in the sports on the playfield proper.

By adding sixteen acres to the existing park, a total acre of about twenty three or twenty four acres, including streets to be vacated, will be provided for a playfield and park in the northeastern part of the city.

Lidgerwood Playfield: It would be desirable to secure three more blocks of land in Lidgerwood Park Addition to add to the block already continued by the Park Commission in that locality.

By thus adding 11.2 acres (including streets to be vacated) to the previously acquired block, the total size of this playfield would be 14.2 acres.

Longfellow Playfield: It is always desirable to have playfields adjoining, or, if that is not possible, near to, large public schools. For this reason, a playfield is recommended in connection with Longfellow School.

Considering that this playfield would not be so widely separated from Hays and Lidgerwood playfields as the average space between proposed playfields, two long blocks, less the lot occupied by the school, may be considered sufficient.

Adding 5.7 acres (including the street to be vacated) to the school lot would make the total area of this playfield 6.7 acres.

Logan Playfield: This playfield adjoins Logan School. It will include blocks 4, 3 and 6 of Conlan's Addition, and 3, 4, 9 and 10 of Heath's 5th Addition. It is important to have it as large as proposed, because it lies nearer the densely inhabited part of the city north of the river than any other contemplated playfield.

It may even prove necessary to prohibit baseball on this playfield, in order that it may be used by as many children as possible.

Adding 11.2 acres (including streets to be vacated) to the existing school lot, would make the total area of this playfield 12.7 acres.

Sinto Playfield: This playfield includes six squares and two half squares south of Mission Avenue, next to the former city east boundary. This land is almost free of houses, and the vicinity is thinly populated, but it is clearly going to be thickly populated.

Mission Avenue is destined to become a very important thoroughfare, and should be widened in anticipation of a street railway upon it.

The total area of this playfield (including streets to be vacated) would be 20.8 acres.

West Riverside Playfield: This is a triangular piece of ground north of Clark Avenue and west of Ontario Street, and lies along the south bank of the river.

There should be a shady promenade along the river. The rest of the park should be mainly devoted to a hard gravel play field, but there may also be provision for the very little children.

The area of this park is about 3.7 acres.

Underhill Playfield: This is an almost vacant tract of ground just outside the former city boundary and south of Hartson Avenue. It is less than half a mile east of Edison School. Its area would be 17.9 acres.

Jackson Playfield: This playfield is in the outskirts of the built up portion of the northwest quarter of the city. It lies north of Northern Boulevard and west of Cedar Street, and contains 10.4 acres.

Courthouse Park: To afford a dignified setting on the north for the imposing Court House, and to redeem the quality of its neighborhood from ugly commercial development, a couple of blocks of land equal to 4.1 acres should be acquired jointly by the County and City north of the Court House. The City could own the northern portion and develop it mainly for a playground for little children. The southern portion could be devoted to lawns and walks.

If the College can spare the block south of the Court House, that too should be bought by the County and made into a park, in order to afford a dignified frontage for the Court House. Counties acquire and improve and manage parks in other states, so it should not be hard to obtain the legal authority to do so in this state.

Spokane Falls Park: We strongly recommend the acquisition of the little promontory and the small rocky islet in the river north of the west end of the Great Northern Railroad lower bridge, adjoining the Post Street bridge, as a means of providing a good point from which the public can forever view Spokane Falls.

Considering that the City of Spokane owes its existence to these falls, it would be most fitting that this good viewpoint of the falls should be preserved for the public. Other ledges adjoining the falls should be preserved, if practicable.

If Lincoln Street is carried through from Broadway to Bridge Street this little park would lie east of Lincoln Street and north of the Great Northern Railroad.

By filling in from Lincoln Street to, and including, the rocky islet and northward to the south line of College Street (extended), an area of 1.7 acres would be secured.

River Banks: Wherever it is possible for the Park Commission to acquire control of the riverbed or of the banks by gift, or by purchase at a reasonable price, it would be a good thing to do. As the city grows in density of population, even the smallest areas of that sort will afford extremely valuable places where the people can go to enjoy the view of the river. Even a strip only wide enough for a walk from one street to the next would be sufficient to eventually warrant the expense of construction. Far too often valuable opportunities of that sort have been permitted to be lost by cities on rivers or other waters.

IMPROVEMENT OF EXISTING PARKS:

Manito Park: The city is fortunate in possessing already a local park so large, so well situated, and so accessible as this is.

No comprehensive plan seems to have been followed for the assignment of the various parts of this park for special uses and for the landscape treatment of those parts in harmony with the topography and with the assigned uses and at the same time in harmony with a pre-determined general landscape character for the whole park.

There is no adequate playfield in this park. The only low, level ground suitable for a good-sized meadow landscape has trees bunched in the middle instead of around the borders.

The picturesque, weather-beaten ledges, especially interesting to city people used to tidy, clipped lawns and grass plots, appear to be in process of being gradually covered over with a thin layer of earth followed by grass. Here and there, apparently pretty much at random, stiff flower beds have been formed. This scrappy method of procedure will result in many more or less isolated and ineffective little lawns, pleasingly irregular in outline and surface, but tending too much to extreme smoothness and stiffness of effect and involving a disproportionate expense for watering and maintenance as compared with first cost.

One of the most attractive characteristics of a lawn is that it is so inviting to stroll and sit upon in warm weather. Another pleasing feature of a large lawn is effect of breadth. An acre of lawn is more pleasing to the eye stretching in one expanse down a little glade, with ledges and vines and wild flowers, shade trees and groups of shrubbery bordering it, than the same extent of turf carried over knolls and over and among ledges. Besides, it is cheaper to maintain, as it is usually on better soil, requiring therefore less watering, and can be clipped with the horse lawn mower instead of by hand. That is to say, as a rule it would be a better plan to spend thousands of dollars for a fairly large, continuous lawn in a valley, even if it should require much grading, blasting, drainage and laying of irrigation tiles, than to extend clipped grass over or among ledges, where, it is out of harmony in appearance and costly in maintenance, if less costly to start with.

There is much rough, ledgy ground in this park. Doubtless that had something to do with its selection for a park. The land, that is to say, looked discouraging for low-priced suburban lots. In some degree it is discouraging and costly to fit it for use as a public park, yet it is worth more for a park than for fifty-foot lots.

The prominent ledges are decidedly valuable as picturesque landscape features. They should be carefully preserved and taken advantage of in designing all kinds of improvements. There are many areas of ledge, however, that are flat and uninteresting. Some, even, are rather suggestive of a bad piece of paving; that is, a surface one would trample over without thought of injury to beautiful lichens and rock plants. Where such is clearly the case, one may be pleased to have something more useful or more beautiful substituted. This would give rise in planning, to a variety of expedients.

In one such spot there might be a naturalistic rock garden, with clearly defined paths winding through it - not a blob or mound of loose stones and earth piled up in a most unnatural way.

Or, on a summit commanding a view, the ledge may be covered by a concourse for carriages or, on a smaller scale, by hard gravel congregating places for pedestrians.

Some other ledgy spots may be covered by summer houses or other buildings, especially such as could well have outlooks and would be picturesque to look at. If on flat ledges where there is no outlook, or if not intended to be conspicuous, such buildings can be covered by vines growing at spots where there is enough earth or growing in specially prepared earth.

Many uninteresting ledge surfaces can be readily covered by vines with good effect; others can be gradually covered with rockwort (Sedum), of which there are more than a score of kinds, all of which will grow on ledges with little or no earth and require no watering. To cover flat ledges with Sedum is slow and perhaps costly compared with spreading a few inches of earth and seeding it with grass, but when done, it is pleasing and appropriate and almost no expense for maintenance; while clipped grass is tame and commonplace, inappropriate and illogical in such places, and involves a large and disproportionate cost for watering and hand clipping, Sedum will not stand walking upon like grass, so it should be used on ledges only where it is not designed to have walking except on walks. Other little rock plants can be used in the same way more appropriately than clipped grass.

For a few years it may continue to be advisable to have the zoological show in Manito Park, but all arrangements in connection with it there should be made with the idea of eventually removing the show to a larger park.

In parks the zoological collection should always be regarded merely as an incidental attraction, and it should not be allowed to absorb an undue share of the park appropriation. A complete zoological show is a very expensive affair, particularly in maintenance. The principle should constantly be kept in mind that indoor attractions are not appropriate in parks. The people visiting parks should be kept out-of-doors as much as possible. Indoor attractions are not only contrary to the spirit of parks, but they are much more useful to the whole body of citizens if housed in buildings near the centre of the city, where they can be enjoyed with the least loss of time for getting to them.

It follows therefore that the zoological show in parks should be confined mainly to hardy animals, both because these can be seen out-of-doors and because they will need only unobtrusive, cheap, little buildings, without the expense of heating and with much less expense for food and attendance than tropical animals.

Many hardy animals are grazing animals, and such should have ample pastures, not only for their health, but in order that they may be seen under conditions approximately as closely as possible the natural conditions to which they are accustomed. Just as live animals are more interesting than stuffed ones, so animals acting naturally are more interesting than when they are in a cage or in a bare earth corral. Incidentally, this idea falls in with the general purpose of parks of providing healthful recreation in the open air, because to see herds of deer, elk, and the like, in pastures, instead of in corrals, leads visitors to walk further and so get more exercise.

The prime object is not that people should have a chance to see the greatest number of strange animals, and learn most about them, in the shortest possible time, but that they should find the parks interesting and worth coming to time after time.

To harmonize zoological shows with naturalistic park landscape, ingenuity should be exercised to make the necessary fences, shelters and winter quarters as inconspicuous as possible. If the walk for the public is on a sidehill, the fence can be wholly or in part in the form of a retaining wall. In any case, it is pleasanter to see the animals over a fence than through it; so, if the walk cannot be raised, it may be possible to set the fence in a little ravine. In other words, the walk should be designed, not as the shortest route between two places, nor as the cheapest route, but as the route which can be most fully adapted to showing the animals to the best advantage. Side and back fences can be set sometimes out of sight behind a ledge or hillock, or they can be planted out. If trees are objectionable, bushes of sorts that grazing animals do not browse on, can be planted.

Pastures should be of moderate size, lest the animals get too far away to be seen to advantage; but as small pastures wear out and get shabby, if used continuously, there should be enough of them so some can be left vacant so the grass will recuperate. There should be ample means of irrigation. The same applies to all the outdoor enclosures. There should be at least two paddocks for each group of animals which would wear out the turf.

The boundaries of Manito Park are not satisfactory. To make the park thoroughly useful as well as pleasing in appearance, more smooth, level land is needed for playfields. This indicates that a considerable addition should be made at the northwest corner. No doubt the study of a circuit drive in the park would show the need of other changes of boundary, especially at the re-entering angle on the west side.

The drives in Manito Park are too narrow and have in places too steep grades. They serve present purposes at little first cost, but, if the proposed parkways are carried out, the drives in this park should be regarded as part of a general system of drives, and should be as wide, as easy of grade, and as hard and smooth as other drives of the system. It is likely that it would sacrifice too much land valuable for other park purposes, to carry a drive north of the big ledges, unless considerable more land is added to the park there.

An examination of the present boundaries shows some of them to be jagged and unsuitable from the point of view of park design.

To improve the boundaries in this respect, as well as to provide a good play-field, would require additional land to the extent of about 31 acres (including streets to be vacated). Adding this to the present area of 85.6, would make the total area of this park 118.6 acres, which would be none too large to provide for the requirements of the growing population tributary to it.

Coeur d'Alene Park: This park does not appear to be in pressing need of modification and further improvement, but, when funds can be spared for the purpose, it can be made more convenient for short-cutting; suitable arrangements for the little children can be installed; a good bandstand can be provided, and a commodious and attractive shelter-house, with toilet accommodations, can be erected.

In any case, the wild pine trees may desirably be thinned out gradually and more variety secured by planting. As the city grows in size and density, the increased use of soft coal will gradually kill the pines, so it will be prudent to get deciduous trees which will stand the smoke started.

A larger amount of ornamental shrubbery and small-growing trees will lend variety and interest and, by concealing some parts of the park from others, will tend to make the park seem larger to those who stroll in it. As the population increases in density, the amount of drives should be reduced and the number and width of walks should be increased.

A wading pool, although for the present, perhaps, too costly for puddling, would afford a pleasing landscape feature, as well as sport for the children. The area of this park is 9.78 acres.

Liberty Park: This park, with an area of 24.5 acres, is so much broken into hills and valleys with abrupt slopes and prominent projecting ledges that it is capable of uncommonly picturesque landscape gardening development. Unfortunately, however, these marked topographical features will make it difficult and costly to improve properly for the active sports of the constantly increasing numbers of children of the neighborhood.

The population in this vicinity is at present relatively sparse, so the wear and tear on the turf of the park so far has been very moderate. In devising a plan for the permanent improvement of the park, provisions must be made for accommodating thousands of children. For this purpose steep slopes of grass, narrow walks and flower beds scattered about are inappropriate.

We doubt the advisability of having drives in this park, because it is small and the land steep, so that drives will cut up the park badly and interfere unduly with its use by children. Visitors in carriages and automobiles can see the whole of the park and enjoy all the views perfectly well from the surrounding streets, so that it is not at all essential to provide drives for the relatively few visitors in vehicles.

The high, but rough, western part of the park would best be fitted up mainly for the little children by means of scups and swings and other apparatus. There may be a broad terrace walk along the east brow of this hill, well shaded, from which visitors may enjoy the fine distant views as well as the views within the park. In connection with such a walk, an abundance of settees should be provided. Any trees planted below it should be of small-growing sorts that will never grow high enough to obstruct the view.

It would be appropriate and pleasing to have a lake in the valley which occupies the middle of the park, and this lake may be made shallow enough for wading and for toy boat sailing in summer and for skating in winter.

It will be an expensive matter to make the whole bottom of the valley into a wading lake, because of the cost of clay puddling and of sand for the bottom, so it may be well at first to restrict the size to that of a moderate pool near the south circuit walk and to cover the rest of the low ground with turf.

The lower hill northeast of the main valley is so steep and so limited in area on top that it is hard to utilize. It is not at all worth while to have a drive up on to it. Perhaps its summit could be leveled sufficiently for a tennis court or two, with its enclosing fences covered by vines and masked by low-growing trees. Perhaps a broad-spreading shelter-house or arbor on it would be more useful and certainly more picturesque. The sides of this rocky knob would best be covered, for the most part, by vines and masses of low, hardy shrubbery, robust enough or prickly enough to resist fairly well the wear and tear of children, and at the same time generally not high enough to make policing difficult. If such a treatment were successful, the ledgy hill would be far more appropriately and more beautifully clothed than with clipped turf, as seems to be the interest at present.

The hollow at the east end of the park is concealed from the western part of the park by the intervening hill. It would therefore be admissible [*sic*] as a matter of design, as it would certainly be useful, to grade as much as possible of it to a level, and have there a hard gravel playfield for the small boys. As a general rule, the use of ballgrounds in all the smaller parks should be limited to boys of the grammar school age. Bigger boys are more liable to hurt others, as they hit the ball so much harder, and, moreover, they are more apt to have money for car fares to the larger parks. Trees planted about this playfield would afford shade for onlookers and at the same time screen the bare surface from view from surrounding houses.

The parapet wall along the present narrow drive across the park, between the high hill and the low valley, is an ugly feature, as it seems intended to cut the park in two. No drive is really needed, so it would better be turned into a walk.

At present there is a noticeable lack of shade in this park. The few pines remaining cannot be relied upon, as they will eventually succumb to the city smoke. On the other hand, if many suitable deciduous trees should be planted in advance of grading, they would in time be large enough to seriously hamper the subsequent improvement of the park. Still, if a carefully studied plan should be adopted, there would no doubt be places where trees could be planted at points and on grades in accordance with the plan without interfering with subsequent improvements. Certain parts of the plan could be executed year by year, thus enabling more permanent trees to be planted in their proper positions; also filling required by the plan could be delivered gradually from street grading, sewers and cellar excavations in the neighborhood.

Stradacona Park: This is a small oval, cut out of the four corners of blocks at what would have been the intersection of Laura Street with 11th Avenue, S. E. It is only about 140 feet by 300 feet, or eight-tenths of an acre, or including border street 1.5 acres.

If the Park Commission in accepting this little park agreed to build and maintain the surrounding street, about 25 or 30 feet wide, it made, in our opinion, a bad bargain for the city. If there was no such agreement, what should be done would be best determined by conditions as to which we are not posted.

If the surrounding lots for the most part face on the regular streets, it would probably be best to get the assent of owners of the few lots facing on the park to some arrangement of alleys at the rear of their lots for delivery of coal, removal of ashes, etc., and to having a sidewalk only around the margin of the oval. If this is not feasible, it would be cheaper in the long run for the Park Commission to buy the few lots facing on the oval, and requiring street frontage, and to add them to the park, and so save the cost of building and maintaining boundary roads.

The shape of this little park being symmetrical, its design should be a formal one. In the centre there may be a little summer house, with high backed benches surrounding a small, oblong or circular tool room where the man in charge can retire in case of storm and to eat his lunch in during cold weather.

In addition to the elliptical marginal walk, there would have to be two straight walks, one on the long and the other on the short axis. These may have rows of ornamental shrubs, small flowering trees and flower beds. There might be small fountain basins interrupting the long axis walk, situated about on the foci of the ellipse. If the surrounding landowners should agree to pay half the cost, a uniform design of fence could desirably be built about the park to accentuate its formal shape, and in that case ornamental lich gates might be built at each entrance.

Corbin Park: This long, narrow park (about 300 feet by 1700 feet) contains thirteen acres of level land. We strongly advise against having any drive in this park.

In our opinion, such small, level parks in a residence neighborhood should be largely devoted to special provisions for little children to amuse themselves in. We advise that a pretty shelter-house be placed in the centre of the park on the line of Stevens Street. The middle of the house should be open at all times, so as to form a free passage paved flush with the walks. The east wing may be for girls and the west wing for boys. The north end of each wing would be devoted to retiring and toilet rooms, with a room for the woman in charge, for storage of refreshments and articles for sale and articles to loan or to rent on the girls' side and toilet and administration and tool room, with a little yard, on the men's side. Shrubbery should mask the toilet room and work room windows. At the east end of the shelter there may be a room and a yard, with sandboxes sad grass, for babies and very little children. Along the south side There may be a broad veranda, with swings and seesaws and other apparatus for use in inclement or hot, sunny weather. Further east there may be an outdoor gymnasium for girls and a hard gravel yard for little children. East of this there may be tennis courts. At the west end there would be a running track, with a baseball field or football field within it, if there is space enough, and an outdoor gymnasium and perhaps a swimming tank, with some cheap sheds for dressing rooms or even simply a yard with a high fence and benches conveniently near to the toilet room. If it should be desired to have a swimming tank for girls, it might be between the east end of

the building and the girls' outdoor gymnasium. The whole could be on a small scale to begin with, and a small charge could be made for use of bathing tights, suits, towels, etc. In warm weather many children could come from nearby homes with bathing suits on and partially dressed.

The idea is that such a park, devoid of hills and valleys, woods and ledges and other marked beauties of nature, should be made as thoroughly useful to children as funds will permit, instead of being wholly given over to ornamental landscape gardening.

The amusement apparatus in bare, hard gravel yards will of course be very ugly. If there were no remedy for that, we should, out of respect for the opinions of many neighboring householders as well as other citizens, hesitate to urge such arrangements in this park, considering the evident tendency to prettiness and neatness in the surrounding cottages; but we are confident that all this ugliness can be almost wholly concealed by beautiful planting. There is no reason why a high, fine-mesh, wire netting fence, covered with flowering vines, may not be as beautiful as a bed of colored foliage plants or other gardening decorations.

The enclosures would not occupy the whole width of the park, narrow as it is, nor half the length, and there would be space for ornamental shrubbery surrounding the high vine hedges and for pretty lawns with ornamental pools at each end, one of which might be fitted for wading, and the other of which might be used for ornamental aquatic and semi-aquatic plants; or the borders of the lawn at one end be decorated with garden plants and garden furnishings.

Lidgerwood Parks: These are two blocks of nearly level, pine-clad land about one-third of a mile apart. We have already recommended that the one between Mayfair Street and Lidgerwood Street and 12th and 13th Avenues, N. E., should be enlarged and developed as a playfield park.

The other block, between Standard and Cincinnati Streets and 17th and 18th Avenues, N. E., may be treated as a grove of trees on turf, with a few walks making a circuit and also providing for short-cutting, and there may be settees, swings and the like, a few masses of shade-enduring shrubbery, a small shelter-house and sand boxes.

The pines should be gradually thinned out and trees which will stand smoke substituted.

Hays Park: This double block, containing three acres, has already been considered under the heading "Playfield Parks," and its enlargement was recommended. If, for reasons of policy, it should be decided not to enlarge it, it would best be treated somewhat in the manner suggested for Corbin Park, with less space devoted to shelter building, outdoor gymnasia, swimming pools and tennis. Some space should be devoted to ornamental lawns at each end, to meet the ideas of those citizens who care only for landscape gardening in such a park. If a shelter and apparatus cannot now be afforded, a playfield about 150 feet wide and 300 feet long may be cleared and graded in the centre, with walks leading to each corner of it.

Audubon Park: This park of 31.2 acres is in the woods northwest of the city, between Powell and Milton Streets. It is mostly on two nearly flat, gently sloping tracts of land, with a band of steeper land between.

Aside from cleaning up the ground and fencing it and keeping it neat and policing it, there appears to be no need of spending much on this park until surrounding lots come to be more or less occupied by houses.

It would, however, be well to gradually thin out the pine trees and to plant deciduous trees which will stand the smoke which must be expected in course of time.

This park is hardly large enough to warrant having a circuit drive in it, but if the owners of surrounding lands, or even those on one side, will agree to open alleys in the rear of their lots, for delivery of coal and supplies and removal of wastes, and to pay half the cost of macadamizing or otherwise paving the roadway in front, it might be made on curves further from the fronts of lots than it would be if it had to be kept in the street, and it should be restricted against heavy or commercial teaming and be maintained in park style.

In other words, the park, in effect, could be extended to within ten feet of the private property line on each side, and lot owners could be allowed to connect with what would appear to be a park circuit drive, by means of narrow private drives running in on curves to each pair of lots, or in some similar way limited in number.

By avoiding a direct connection with the streets at the corners of the park, making the driving entrance at the middle of each end, the park character of the drive would be so marked that there would be little difficulty in keeping out commercial wagons.

It would also be well to agree upon uniform restrictions adapted to develop a pleasant suburban neighborhood.

There will be need of a park shelter for use by visitors in case of showers or for shade while waiting for the electric cars in hot summer weather. As usual, there should be toilet accommodations, and these can be most economically taken care of by a woman with the privilege of selling refreshments and certain articles

to visitors. There will also be need of administration offices, of a modest sort, including a small stable, wagon and material shed, tool room, and store room.

If the joint drive idea is adopted, it will have to be lighted and kept open at night, and to economically control driving, it would be best to have two gate lodges with families living in them, one at each end.

In that case, the gate lodge at the north end might be for the stable man, who would also run the horse lawn mower, etc., and the other might be for the working gardener, whose wife could look after the public toilet and shelter.

Cliff Park: This is a remarkable little park of 4.2 acres of polygonal shape on the north side of 13th Avenue, S. W., in Cliff Park Addition. Its area is 4.2 acres.

It consists mainly of a miniature butte, or abrupt rocky knoll, with cliff-like sides. It is a particularly imposing specimen of the characteristic local rocky scenery of the hills south of the city.

The aim should be to preserve most of it in as natural a condition as possible. Vines may be planted to cover the ledge where it has been disfigured, and, a narrow rustic stone stairway may be made to wind up to the summit of the little butte, where a terrace-like concourse with a rustic stone parapet may be designed in such a way as to accentuate the cliff on one side, and in this terrace there may be a broad stone tower with open stairway, to afford a vantage point from which to enjoy the distant view.

At the foot of the butte a little space may be taken for a small shelter, with a yard for sand courts and little children's amusement apparatus. Special attention should be given to means for preventing children from clambering over the ledges and destroying the delicate lichens and other plants that add beauty to the picturesque rock.

Where the soil is thin over ledge, vines, flowering shrubs, and low, wild, perennial plants should generally be grown, instead of attempting to extend the clipped lawns over it. As the pines cannot be regarded as permanent, they should be thinned out and other trees that will stand smoke should be added, particularly small-growing trees, such as thorns, which will afford shade, while not growing so high as to obstruct the view from the terrace.

Adams Park: This irregular shaped piece of land is 13.18 acres in area. It is a worked-out gravel pit about fifteen feet deep, but sloping so only a portion can be flooded, as stipulated in the deed. A border street 100 feet wide is agreed upon.

The highest value to adjoining private lands would be attained, considering the circumstances of the case, by some such arrangement as that suggested for the borders of Audubon Park. The irregular shape and topography of this park would lend themselves still better to making a curvilinear drive, primarily intended to afford agreeable and dignified access to the fronts of houses facing the park, than the long, straight sides and flatness of the former park. Where grades of intersecting streets admit of it, the border drive should be a little below the lots, so as to have the effect of elevating them and at the same time lessening the difficulties of sloping down from the border road to the little lake.

The lake should be shallow, so as to serve as a wading pool and for safety when used for skating.

The upper or east side of the park may have a little shelter building, with sand boxes, etc., and sloping down from it to the lake there should be a lawn for little children.

The arrangements in this park should be refined and pretty and adapted to quiet recreation, on the assumption that the larger boys of the neighborhood can easily walk as far as Manito Park for ball games and other sports.

Eighteenth Avenue, if extended westward to Lincoln Street to connect with Eighteenth Avenue, would leave a narrow gore of land between the avenue and the park, and that land should be added to the park.

Mission Avenue Park: This is a narrow strip along the centre of a portion of Mission Avenue, and has roadways on both sides. Its area is 1.77 acres.

The character of the neighborhood is such that it is very difficult and expensive to keep it neat and attractive. For this reason it should either be simple clipped lawn, with trees regularly spaced and with short-cut paths where they seem inevitable, or else it must be fenced in and have gateways and paths only where absolutely necessary.

By a fence, in all such cases, is meant a fence merely for the support of vines, Japanese honeysuckle, for instance, —in other words, a vine hedge. The fence should be of strong steel piping, with top and bottom rail and with strong, small-mesh, galvanized netting stretched between.

With this protection, it may be possible to add, between the trees, beds of ornamental flowering shrubbery and small flowering trees, formally disposed. The aim should be to have neat, compact-growing shrubs that would be naturally pretty, neat and formal, but not such kinds as have flowers that would be too tempting to pick, like lilacs, syringas or hydrangeas.

If funds are lacking to build such a fence around all the plots, it would be better to do one each year than to use a cheap and weak fence.

It is hardly worth while to do anything at all unless at least one man with tact enough to deal in a friendly, yet efficient, way with the boys, while clipping and watering the turf, can be put in charge of these plots.

CITY PLAN REVISION:

You asked us to make some suggestions as to improvements in the city plan of streets and in regard to municipal esthetics generally.

The subject is a very large and complicated one and a comprehensive and complete treatment of it would be far beyond the limits of the present report. It well deserves to be investigated and reported upon by a commission of experts. They could only make definite and workable recommendations as a result of surveys and examinations of land values and of existing improvements and estimates of probable benefits.

With our limited knowledge of local circumstances, we can only state some principles of general application and make a few suggestions as to minor matters more or less at random, and to call to mind some example by way of illustration.

The most obvious defect of the city plan as a whole is its nearly complete limitation to the plain rectangular system of streets, which is a simple development from the original government land survey, done in a spirit of extreme economy of land and in a local and scrappy fashion, with little thought of the many and urgent requirements of a large city. Fortunately, it is not too late, if the citizens should be convinced of the importance of further improvement and development of the city plan, to make Spokane a well planned city, fitted to do the business that its situation, its good start and the energy and intelligence of its citizens combine to make almost inevitable in the near future.

Diagonal Avenues: The most urgent need of the city and one which will increase faster than the population and wealth of the city if not met, is for diagonal avenues.

Northwest Boulevard is an instance of such an avenue. In fact, it is almost the only one of importance in the city. Its enormous advantage has not strongly impressed itself upon the minds of the citizens because, in the first place, the territory which it benefits is as yet only thinly settled, and, in the next place, because, having it, those who use it do not realize how awkward it would be to have to get on without it. It is about two and one-fifth miles long. To drive between the same two points by the rectangular system would be about three miles.

So there is an avenue which saves everyone going the length of it four-fifths of a mile, or, going and coming, over one and a half miles.

In a city properly provided with diagonal avenues the aggregate saving of time and wear in all kinds of street traffic would amount to an almost incredible annual saving.

Crooked Street Railways: The present routes of street railways in the city, particularly those running to districts southwest, southeast and northeast of the heart of the city, might almost be called a disgrace to the intelligence of all concerned, but particularly to those members of the city government who are charged by law with the duty of adding new streets wherever they are needed for the benefit of the public.

Where the streets of the regular rectangular system are on steep land, diagonal streets are especially needed to provide easy-grade routes for heavy hauling and for street railways. For the former purpose, the rate of grade should not exceed three per cent., if it is possible to avoid it.

It would probably pay, in time, to have a tunnel with an easy grade from about Sprague Street, near the Northern Pacific Railroad station, to the plateau east of Manito Park, with avenues radiating from the top end.

Rapid Transit: The problem of rapid transit is of the greatest importance to a large city, and, as it is conceded that Spokane is sure to become a large city, it should proceed with the revision of its street plan at once, with a view to providing suitable rapid transit routes while lots are cheap, the houses few and small, and streets inexpensively improved.

To properly provide for rapid transit routes adequate for the future growth of the city, a system of rectangular and diagonal easy-grade boulevards is needed. These boulevards, starting a half to three-quarters of a mile from the centre of the city, should be at least 200 feet wide, which would provide for a park strip or reservation with a traffic road on one side, and a pleasure drive on the other, two sidewalks and six rows of trees.

A right-of-way for an electric railway in the reservation of such an avenue could be leased for a progressive percentage of the cross receipts from fares, the income to go toward the general park fund. For some years there would be two tracks only. Later two additional tracks would provide for express service, the more important grade crossings being guarded by gates. Eventually the tracks would either be elevated on embankments as in Chicago, or sunken or in parts one and elsewhere the other. It is not at all necessary that these boulevards should be straight for long distances. In some cases they can properly follow, for some distance, along one side of existing steam railroads, leaving the other side free for spur tracks to factories.

Thus, by providing space for wide transit routes while land is cheap, the enormous expense of such elevated railroads (about half a million dollars a mile) and subways (about one million dollars a mile) as have become necessary in New York, Boston and Chicago, could be partly avoided, which means that the right-of-way could be leased to a street railway company by the City for a larger percentage of the earnings than in the case of a subway, or that lower fares could be bargained for.

In any case, the city should own and control its rapid transit routes, and it would be an enormous economy to lay them out and acquire them now.

Such wide rapid transit avenues would detract but little from the business development of such streets as Sprague Avenue East or Division Street North, because retail stores prosper best on streets of ordinary width.

Steam Railroads: The general steam railroad problem of the city is much in need of study and readjustment. For one thing, it seems obvious that through freight trains should go around the heart of the city - not directly through it, as at present and as is planned for the near future.

The worst encumbrance of this sort appears to be the Northern Pacific Railroad. It was located when the city was very small and with insufficient consideration of the true interests of the future city. The business using the most costly land is unlikely to cross the river. It is unlikely to spread very far southwest. It will apparently spread somewhat southward, but more extensively eastward. In both these directions this railroad is a serious injury to the business growth of the city, and it will still be so even if elevated or depressed, so as to eliminate grade crossings, because its right-of-way is so wide and because east of Washington Street it breaks up the street system for business purposes so badly.

It is not necessary that there should be a complete and immediate change in existing arrangements, but a far-seeing plan should be studied out and agreed upon, to be carried out piecemeal from time to time as the growth of the office, retail and wholesale business of the city may require. General freight yards, and especially freight car switching yards, should be further from the heart of the city.

The whole subject of grade crossings of streets by steam railroads should be studied out carefully at this time. All new railroads should be built so as to facilitate future elimination of grade crossings, even if streets have to be temporarily graded up or down to temporary grade crossings.

Ordinances should be passed compelling all buildings of substantial or permanent character to be designed in adaptation to the future profile of the street or else be debarred from claims or damages when the change in street grade is made.

Ornamental Squares: The esthetic aspect of the city would be wonderfully increased if there could be accomplished several ornamental public squares, especially one in the heart of the city.

It is perhaps now too late to secure an entirely adequate and satisfactory civic centre such as a great city should have. The best place would be on the south bluff of the river and southward to Sprague Street, between Monroe Street and the Carnegie Library, but property there is already largely occupied by expensive buildings, besides, being very valuable. Some small arrangement is probably all that is now feasible, unless the city government should be willing to break away and locate its future City Hall on a square further from the centre of the city and encourage the location of other public buildings about the same square.

There should be other ornamental squares in various parts of the city about which land should be held for other public buildings, such as schools, fire engine houses, branch police stations, branch libraries, branch museums, branch street department houses and yards, etc. Such squares would also attract hotels, churches, clubs, theatres, charity buildings, social halls, and the like. A study of the progress of other cities in regard to such buildings would enable the city and the other organizations to buy lots well in advance and lease them or use them in some other way more or less profitably until required for permanent buildings.

Real estate owners, even if ostensibly actuated solely by motives of enlightened selfishness, should dedicate public squares as nearly as possible a half mile apart. This might often be done by cooperation between owners of adjoining tracts too small to warrant the owner of either acting in the matter independently.

Size of Lots: There should be more variety in the size and depth or lots and width of streets and more thought of future requirements. For instance, in a district where the demand for lots is likely to be for factory operatives and other families of small means, the street plan and deeds could be so arranged that deep lots could be cut across into two when they get valuable. One way to do this would be to have a twenty-foot alley, with provision in the deed for widening it after a certain number of years into a street thirty, forty or fifty feet wide, as might be determined. By having a building limit line from five to fifteen feet from the alley, there would be no improvements of value in the way of widening it. If the ordinary block is 270 feet wide, and if a 20-foot alley is cut through it, the lots would be 123 feet deep. When the alley is widened 10 feet on each side to make a street 40 feet wide, which is the standard in Boston for districts occupied

for operatives' dwellings, the lots 115 feet deep could be divided into one lot 60 feet deep on the 60-foot street and one 55 feet deep on the 40-foot street. This would be sufficient for the small class of houses referred to, and there could still be four or five feet in front for steps, bay windows and other projections and about twenty feet for the back yard. Although we may hope that it will be long before lots must be so small, yet we must acknowledge that it is inevitable that land will grow more expensive and that many of the people must live on shallow lots or in houses built in the back yard of older houses or else in tenement houses. As between these three arrangements, the shallow lots in many districts will be more apt to aid in maintaining conditions favorable to self-respecting and moral family life. In this instance it would require nothing more than a few clauses in the deeds to provide for a future further subdivision of the land which would give it added value without in the least interfering with its immediate use in lots of the customary shape and size.

Front Foot Land Prices: Real estate men should adopt the custom of selling city real estate by the front foot instead of by the lot, which is a method dating back to the village stage. Assessments for street improvements are reckoned by the front foot, so it would be sensible to use the same method for land prices in subdivisions.

Street Trees: Street tree planting in Spokane should be done much more systematically and much more extensively than has yet been the case.

The best way to get street trees planted and cared for seems to be that followed in Minneapolis. As we understand it, the street trees are planted there by the Park Commission and the expense is borne by assessment on adjoining private property at a regular rate per lineal foot of frontage, including care and guarantee of the trees for five years. After that, the care and renewals are paid for by an annual appropriation out of the regular tax levy. The regular assessment is, we believe, at the rate of ten cents per lineal foot of frontage, which covers the cost of two trees in front of each fifty foot lot. The city's bill should not specify a price per tree, but always so much per lineal foot of street frontage, for planting the street. In Minneapolis the soil is good and the streets are usually graded on the natural surface, or close to it, so very little preparation of soil is required.

In much of Spokane north of the river there is very dry gravel beneath the topsoil, which would necessitate the expense of digging out a deep pit for each tree and refilling it with good soil. South of the river much ledge would be encountered, and this would involve still more expense per tree than on the gravelly district. Hence a large assessment per lineal foot should be permitted by the law.

If street tree planting is undertaken by the Park Commission, the young trees should be bought and grown for years in nursery rows and root-pruned or shifted every two or three years to properly fit them for moving.

Only one kind of tree should be planted in a given street for a considerable distance, say, one mile, under ordinary circumstances. If the street changes distinctly in the details of its interior subdivisions, it may justify a change in the kind of tree, but, if the street is of uniform construction, there is not likely to be any adequate reason for breaking the uniformity of the tree-planting.

The sort of tree selected for a given street should depend somewhat upon the character of the neighborhood. If there are, or are likely soon to be, dwellings and particularly apartment houses or commercial buildings three or four stories high and close to the street line, the tree selected should be small-growing, like the hop hornbeam, or adapted to be kept small by proper pruning, like the linden, or of a sort that casts but little shade, like the honey locust or the yellow locust, or fastigate, like the Lombardy poplar.

The cottonwood and other large-growing poplars and the silver maple should seldom be planted in streets, because they soon get so big and so wide that they unduly shade the windows of adjoining houses and get broken by ice and wind storms. They are very often planted, mainly for quick results, but are so objectionable that the city should rarely plant them, unless perhaps temporarily in alternation with slower-growing trees, with the idea of cutting them out in a few years.

The desirable sorts of hardwood trees ought not to be allowed to grow to full size in streets where houses are built a few yards only from the street line. In such situations they should be restrained by systematic pruning, which, for good effect, must be done yearly and by specially trained men, not at intervals of years and by men who know little of the ideas of experts. The common process of amputation of big limbs or that of a general barbers cutting-back are equally unscientific and make the trees ugly, particularly in winter.

As scientific pruning is slow and expensive work, it would generally be more economical and produce better appearing trees to plant small-growing trees properly grown and trained for years in advance of setting out. Small-growing trees are seldom used in street planting; partly no doubt because of the lack of supply of such trees in nurseries at a low enough price. Therefore plenty of such trees should be grown in the park nurseries.

There is altogether too much monotony in street planting because of the very limited selection of kinds of trees usually grown for the purpose and available in

large quantities at low cost. In this respect the park nursery could be made invaluable.

Extra Care of Certain Streets: The care of the turf of parking strips ought to be done systematically and much more uniformly and more thoroughly than at present. It is hardly likely to be done at all well if the cost must come out of the annual street appropriation. There should be a law by which the owners of the majority of the frontage on a particular block could petition for special care of the street, both in street sweeping and in watering and mowing the grass of the parking strips and spraying the trees to kill injurious insects and fungi. Such a law should authorize an annual assessment at certain rates per lineal foot of frontage, varying according to style of maintenance desired.

Such a system should certainly be adopted for parkways and boulevards, because first-class care is of great benefit to the abutting property and at the same time too costly to be properly done by the limited annual appropriation for parks, which is usually based on a percentage upon the valuation of all property in the city. A city having twice as much population as Spokane will, we believe, raise much more than twice as much revenue by means of a given tax rate. In such a city the population would average more dense; hence there would be fewer miles of street in proportion to population than in Spokane, so with relatively more revenue and relatively less length of streets, it would be able to keep the streets in better condition. Consequently the usual tax rate should be supplemented by special annual assessments for extra care of streets where the owners of the majority of frontage are willing to pay for extra care. There is no reason why the owner of a lot taxed on \$1000 should not want to have the street as clean and the parking strip and trees as perfect and pleasing as the owner of a lot of the same frontage but taxed on a valuation several times as great. Hence he should be willing to acknowledge that street care should be paid for at lineal foot rates rather than in proportion to land values, and to join with his neighbors in putting in force the legal arrangements needed to accomplish the desired kind of care of the street.

Width of Street Railways, Etc. In Spokane some progress has already been made in the matter of reducing the width of roadways and increasing the width of parking strips in existing streets, but much that is desirable remains to be accomplished.

The rule in New York and neighboring cities has been to have six-twelfths of the street in roadway, two-twelfths in each sidewalk and one-twelfth in a strip on each side between the sidewalk and the property line, in which permits are granted by the city authorities for "stoops" (the old Dutch settlers' name for open porches) and for steps, cellar stairs and trap doors, areaways, signs and minor encroachments.

This rule was adapted to the prevailing idea of narrow houses standing end to the street and set close to it, following the Dutch idea of a solidly built-up city, and it is still a good rule for sixty-foot business streets free from car tracks and not crowded with vehicles.

But no single rule can properly be applied in a modern American city. In residence streets without car track and not important thoroughfares for wagons, it has been found that roadways 22 or 24 feet wide are sufficient. Thus a notable saving of expense of brick or asphalt paving can be effected and at the same time more space (78 feet) can be devoted to the parking strips and sidewalk, with increased width of soil for the healthy growth of trees and for the beauty of turf.

If car tracks must be provided for in the roadway, the latter must be wider: for a 60-foot street, probably at least 36 feet, leaving only 12 feet for parking strip and sidewalk.

In neither case has it been customary in Spokane to make any provision for encroachments of minor architectural features of buildings into the street. The result is that when apartment houses and stores come to be built, the main wall is usually set exactly on the street line, so that no projecting architectural embellishments can be added on the outside of the lower portion, at least, of the wall.

This results in an architectural baldness and ineffectiveness much to be regretted from the point of view of municipal esthetics.

It is questionable whether any encroachment of this sort should be permitted on streets 60 feet or less in width, as no one can be sure in most cases that street railway tracks may not have to be provided for and if they should have to be, the whole width of the street will be needed for roadway and sidewalks.

The fact is that this entirely modern factor, that of the possibility of having to provide for car tracks, makes the old standards for street width manifestly inadequate.

There are two ways for meeting this very important modern public requirement in the case of laying out new streets or widening old ones.

The first and most practical method is to require by law that all streets that can, in the judgment of a duly constituted public authority, possibly come into use for car tracks, must be not less than 70 feet wide.

Building Limit Line: The other method is to require by law a corresponding or greater "set back" or building limit line, as the result of which there would necessarily remain a strip of land in private ownership which could be fenced in and used for steps, terraces, planting and so on, but would be essentially vacant land, to that, when it should become necessary to widen the street, not only would it be easy to do so, but the damages would be comparatively trifling in amount.

In the case of laying out new streets or widening unimproved or little improved streets, it would usually be simpler and more generally acceptable and more quickly understood, to lay out the street wide enough to properly accommodate car tracks. In the case of restrictions, there is a great, and in fact at present nearly insuperable, difficulty to be overcome: namely, the deeply rooted prejudice against restrictions of any sort in deeds and other instruments relating to land.

On the other hand, to lay out streets that may become important wider than is a crude and often uneconomical way of providing for a contingency that may never arrive. It would doubtless meet with much opposition.

The most intelligent and satisfactory procedure would undoubtedly be to educate public opinion to the point of being willing to support legislation establishing in every county a board empowered to enforce, and to make modifications from, a general law laying down standard rules controlling the subdivision of land into smaller lots than, say, four acres, and for streets closer together than 600 feet, not only with respect to the width of streets, but as to grades and connections with previously authorized or officially projected street systems. There would be greatly to the benefit of the community and especially to neighbors, and which would therefore benefit each lot-owner in the long run. Such restrictions, of which the building line would be the most important, might be changed with the written consent of the owners of more than half the frontage on a given block.

This subject of restrictions, while immensely important, is so big a one and so unlikely to be acceptable to more than a few citizens that it need not be elucidated more fully herein.

Limit of Height of Buildings: There is one restriction or limitation on real estate in Spokane, which ought to be put in force now; namely, a building height limit.

Some years ago, laws were passed limiting the height to which different classes of buildings could be built in Boston. At first there was a good deal of important opposition on the part of real estate owners, who deemed it an unwarrantable and unjust limitation on their rights. Of late one hears no such strong criticism of the idea. In fact, it has come to be generally conceded to be a wise use of the power of the municipality to regulate the use of land for the best interest of the citizens.

Our advocacy of the idea is largely based on esthetic considerations, but such arguments do not carry much weight with the average city government. The strong reasons are the practical ones of not overcrowding the street at a given place; of not unduly shutting off light and air; of safety in the case of fire, and of not unwisely depreciating net income from competing buildings of non-combustible construction, but of more reasonable height. This latter argument has not, so far as we know, been much discussed. For instance, if a new sixteen-story office building can earn four times as much as good, previously existing four-story buildings occupying most of the vicinity, the erecting of the new skyscraper will cause land about it to rise suddenly and greatly in price. The owners of the surrounding four-story buildings will get scarcely any more rents, while they will have to pay higher taxes. They cannot usually for a long time realize on the increased value of their lots, because they cannot afford to tear down the old buildings to make room for new ones. To jump from four-story to eight or ten-story office buildings is enough for encouragement to progress, while to jump from four-story to sixteen-story buildings is clearly anticipating the reasonable growth of the demand for offices by many years. It is better that the rise in value of land should be distributed more broadly and more gradually.

New York may need to build such tall office buildings downtown, but a city like Boston, with 600,000 population, with as much more in suburbs and nearby cities, is satisfied to limit buildings to 125 feet in height.

In residence districts a restriction to four stories in height for buildings with brick or stone outer walls and three stories for those with outer walls of wood, can probably be passed now and will later prove decidedly beneficial.

Electric Poles: The poles carrying electric wires of various sorts occupying the streets are a great disfigurement to the city.

In some cities it is the custom, enforced by ordinance, to grant a permit for only one row of poles in any one part of a street, and the permit is granted only with conditions among which is one which permits the city, or any company authorized by it, to string additional wires on the same poles, paying rent for the privilege.

Where there are alleys available, no pole locations should be granted on adjoining streets, except where absolutely necessary.

The poles should be specified as to size, height, form, material and color ac-

ording to location. In business and important residence streets they should be of steel tubing of graduated size from base to top and with slightly decorative steps, collars, base and terminal castings.

In less important streets sawn tapered wooden poles, stained or painted and with neat steel steps, may be permitted. In still less important streets, and generally in the suburbs, natural poles stripped of bark merely and without stain or paint, may be permitted.

Wherever the number of wires on a row of poles will warrant, they should be in the form of a cable, which is less in the way in case of fire in adjoining buildings and less conspicuous.

Where there are street trees, the poles can usually be made tall enough to carry the wires over the trees, but when the trees are too tall to admit of doing so, the wires should be in cables, which can be run through the heads of the trees, with proper protection to prevent chafing. Where the wires are too few to justify cables, great care should be exercised, in running wires among the branches, not to damage the trees, and electric lighting wires should be specially protected to prevent the current from burning the trees. It should be one of the conditions of the permit that if any damage is done to the trees, the employee in charge of the men doing it should be discharged, whether seen doing the damage or not. Fines and money damages are too hard to collect to prove adequately deterrent. If any pruning of street trees is needed in connection with wiring it should be done by an experienced employee of the Park Commission at the expense of the party wishing it done.

Bill Boards: Another most important public restriction on private land in Spokane that ought to be established by ordinance, is that against erecting and maintaining advertising bill boards without the written consent of the public authorities and of owners of land on both sides of the street in the same block. A law authorizing city ordinances to that effect can be made constitutional by favorable decisions of the courts, but it will take time to educate judges to the necessity of expanding old principles of common law to this increase of civilization. Meanwhile much may be accomplished by licensing bill boards and by a graded tax on advertising signs, supplemented by rules and approval of designs as to morality and good taste.

Street Lighting: The lighting of the city can be done with more regard for good appearance than has been customary, particularly in high-class business and residence streets. The lights should be combined with trolley poles and other electric poles of special design for the purpose, thus lessening the useless multiplication of poles.

While it may be necessary, as a general rule, for economy to use strong arc lights at street intersections and to leave gaps that are too long and too dark between them, yet it should be the aim to gradually add other smaller lights between the arc lights. These might be gas or naphtha Welsbach lights or incandescent electric lights on simple brackets attached to trees or electric poles. It is much to be desired that streets should be more uniformly lighted, even if not so brilliantly illuminated in spots.

For the busiest half mile or so on the principal business streets the lighting should be much more brilliant and elaborate than elsewhere. Carefully designed lamp posts, different for each street, carrying pairs or clusters of lights, or, as in Columbus, Ohio, light steel arches with rows of incandescent lights or festoons of incandescent lights, will be both decorative and profitable from the business point of view.

Street Signs: There is room for much improvement in street signs. On important streets and on all streets where they are to be seen from electric cars, the street signs should be illuminated. Probably the best signs in the latter case would be pale yellow letters on a brown or green glass strip held in metal frames and illuminated by the Cooper-Hewitt vacuum tube electric light, the idea being that the sign should be inconspicuous, but letters easily legible. Where buildings are next the street corner, such signs could be affixed to them and larger and handsomer. Elsewhere they should be on the curb line, so that, being nearer the electric cars, they could be smaller and yet legible. The design should differ according to the importance of the street and should be decorative and pleasing by day as well as by night.

Temporary Decoration of Streets: There should be ordinances and a committee to control the temporary decorations put on buildings for holidays and special occasions. It must be acknowledged that heretofore they have been too miscellaneous and too barbaric and too individualistic. An efficient committee of architects and artist decorators could gradually accomplish very marked improvements at moderate annual expense to occupants of buildings.

Municipal Art Commission: Following the example of New York, it would be well to have a municipal art commission of say three art experts and two good judges of such matters, with ordinances requiring their approval of all projects or proposed gifts in which the element of pleasing appearance is important.

They should have a secretary constantly on the watch for every possible opportunity to notify any official or department of the city government contemplating, ordering or doing anything the appearance of which is a matter of public concern, to confer with the art commission.

Such a commission should pass upon the plans for all public buildings, bridges, street lamps and other street fixtures, all statues, fountains and other monuments, temporary street decorations, and all interior decoration and furnishing of public buildings, etc. They should pass upon the suitability of architects proposed to be employed by city officials for public work or recommend architects, sculptors, decorators and the like. In case architectural competitions are proposed for public buildings, the art commission should draw up the terms of the competition and report their recommendations as to the designs submitted.

While the ultimate decision as to the terms and conditions for the erection of railroad bridges and other constructions commonly regarded as solely matters of civil engineering, must be determined by the city government, yet the Council should invariably bring the art commission into consultation at all stages of the negotiations as to such structures and should as far as possible heed their recommendations in matters of appearance.

It would be almost essential that the art commission should have at least one architect upon it from some other city than Spokane and of such recognized high standing in his profession as to give every possible assurance of absence of such bias as might exist in the case of local members of the commission having social relations with the parties interested or having perhaps some professional rivalry with the architect of the plans to be judged. If it is not thought feasible to have an eminent architect from New York or Chicago or some other large city on the art commission, the practice might be to refer important cases to a special committee of the Washington Chapter of the American Institute of Architects. Such an art commission, after its functions had become known, and if its decisions proved to be such as to command respect, might well be called in to arrange and decide competitions for churches and other semi-public buildings. The park commission would not doubt often have occasion to consult such a commission.

In conclusion, some remarks seem called for upon the great aggregate extent of parks proposed and upon the financial aspect of the subject.

The first impression of most business men of Spokane, competent to pass judgment on matters affecting the management of the city, will be what amount of land should the city acquire.

The matter is important. It certainly ought to be patiently and thoroughly investigated and discussed.

Study of the subject of park areas has led experts to announce as a handy "Rule of thumb" that the subdivided portions of cities ought to have neighborhood parks if possible not more than half a mile from any residence and that this area ought to be equal to 5 per cent of the area of each division of the city. Probably in no city are the parks so distributed because too often the acquisition of parks is left until the only available land is far from the densely populated districts of the city. The only comparisons of park areas between different cities that area usually made are those of the number of inhabitants to one acre of park.

The park areas of certain cities best equipped with parks in 1902-3 were as follows:

1. Boston (Metropolitan District).....	12,878 acres
2. New York.....	8,074 acres
3. Los Angeles.....	3,737 acres
4. Newark.....	3,548 acres
5. Philadelphia.....	3,503 acres
6. San Francisco.....	3,411 acres
7. Chicago.....	3,174 acres
8. Washington.....	2,911 acres
9. Hartford.....	1,190 acres

The length of boulevards in certain cities in 1902-3 were as follows:

1. New York.....	61 miles
2. Chicago.....	48 miles
3. New Orleans.....	41 miles
4. Minneapolis.....	37 miles
5. Boston.....	34 miles

The number of inhabitants to each acre of park in certain cities in 1903 was a follows:

	Inhabitants per acre of park.
1. Meridan, Ct.....	25.1
2. Los Angeles.....	31.6
3. Lynn, Mass.....	34.6
4. Hartford (1900).....	67.1
5. Boston (including Metropolitan).....	78.4
6. Newark and Essex County.....	88.8
7. St. Paul.....	98.9

8. Washington	100.7
9. San Francisco.....	104.4
10. Minneapolis	131.5
11. Omaha.....	153.8
12. St. Louis.....	280.5
13. Providence.....	324.1
14. Detroit.....	323.6
15. Philadelphia.....	390.1
16. Baltimore.....	425.4
17. New York.....	460.3
18. New Orleans.....	508.6
19. Chicago.....	590.4
Average.....	206.6

Nearly every city tends to get badly behindhand in proper provision of park area in proportion to population and city area. For instance, the following table shows how the population has outgrown the park area of Chicago.

	1860	1870	1890	1900
Population.....	109,206	306,605	1,105,540	1,698,575
Area of city, acres	11,518	22,823	111,734	111,734
Area of parks, acres.....	37	1,887	2,006	2,006
Acres of city to 1 acre of park.....	311	12	55	55
Population to 1 acre of park.....	2,951	162	511	846

But the showing as to distribution of the park areas in different districts of the city is far worse.

In Chicago, in 1904, 900,000 people lived more than one mile from any park. In twenty-three wards with a population of over 1,00,000 the park area was only 228 acres, or 4,720 people to each acre of park space. The remaining eleven wards with a population of 425,000 contained 1.814 acres of park space or 234 people to each acre of park space.

Spokane should take warning and secure much more park space while land can be bought cheaply.

Spokane as recently enlarged has about the same area (23,680 acres) that Chicago had in 1870 (22,823 acres.) If Spokane is now to have only the same proportion of its area in park space that Chicago had in 1870, it should have 1,973 acres of park space, or 1,750 acres in addition to what it already has.

But leading cities in those days were generally very deficient in parks compared with what is now recognized as the standard and the people knew much less about the need of parks than they do now.

Hartford had in 1900 about the same population as Spokane now has, and is a good example of a medium sized city well provided with parks. The population of Hartford, in 1900, was 79,850, but the area of the city was only 11,065 acres. At that time Hartford had, including Keny park (still controlled by trustees) 1,190.35 acres of park space which was at the rate of 9.3 acres of city area to each acre of park and at the rate of 67 inhabitants to each acre of park space.

If Spokane is now to have the same proportion of park space to inhabitants that Hartford had in 1900, it should have 1,150 acres. If it is to have the same proportion to the area of the city, it should have 2,546 acres, or 2,323 acres in addition to what it has.

Owing to the fact that in the case of Hartford every acre of park is available for the public to stroll upon (except ornamental ponds, etc.) the exceedingly steep land in some of the parks proposed for Spokane should be in addition to the said 2,323 acres of new parks.

Moreover, as it is exceedingly desirable to secure in the immediate future enough park land to be in proportion to the anticipated population of twenty or thirty years hence fully 2,500 acres of good, nearly level land additional to the above is properly now proposed to be acquired, together with such additional areas of very steep wild land as are required in connection with the propose useful areas to complete the landscape of the several outlying parks. It is also understood that additional boulevards, neighborhood parks, playfield parks, playgrounds and squares will be required, and should be acquired from time to time by gift or purchase as funds become available, it being at present impossible to foresee the location of such additional squares, etc. It is not presumed, however, that the total area of such additional squares, etc., will be so great as to unduly expand the reasonable proportion of park space to population.

The total area of existing parks is 223 acres. The Hartford ratio of area of parks to city area applied to Spokane would require 2,323 acres of new parks. Taking our project of parks but limiting Latah Park to the portion above the bluff southward to the center line of section 5, 285 acres, limiting Downriver Park to the land in Monsanto subdivision, 95 acres, and allowing 300 acres only for Upriver Park would bring the total area of proposed parks down to 2,340 acres, which is very near the ratio mentioned.

The financial aspects of the project are necessarily of much greater importance than those of location and area of proposed parks and boulevards.

The cost of parks may be divided in three parts. First the cost of the land; second the cost of improvements; and third the cost of maintenance.

The cost of land for the parks may be subdivided into: First, the cost of such improvements as are stipulated in deeds of gift or fairly required in recognition of gifts of land; second, those cases where a part or the whole of the cost of land is assessed on abutting land or on local assessment districts; and third, those cases in which the cost of land is paid either directly from the annual tax levy on the city at large or from the proceeds of municipal loans which must be repaid, interest and sinking fund from the annual tax levy.

The cost of improvements is to be met from (first) special local assessments; (second) from the annual levy of the city at large; and (third) from the proceeds of municipal loans.

Experience shows that no comprehensive scheme of parks has been accomplished in any American city without the aid of a relatively large public loan, but nevertheless some cities have been greatly aided by partial or full gifts of land money by public-spirited citizens, and Kansas City is an instance of a city in which most of the small parks and boulevards have been secured under the local assessment district law.

Spokane has already received excellent gifts of land for parks and it is fortunate that much land required for additional parks is still controlled by owners of large tracts of land who have usually acquired the land at much less than its present value and can therefore afford to be much more liberal in giving it or selling it at cost to the city for parks than others who have but recently bought the required land at greatly advanced prices. Moreover, those who hold considerable land only a part of which is needed for parks can often better afford to give what is needed than to have it taken and be assessed for benefits perhaps more than they would get for the land.

In general it will be possible to acquire the boulevards, much of the parkways, all of the squares, playfield parks, much of the neighborhood or medium sized parks and a good deal of the large landscape parks under the district assessment plan without injustice to land owners because of the direct benefits which these park spaces will be to their lands.

Where these two methods of acquiring park land will not work, the municipal loan should be resorted to. Municipal loans for park land may justifiably be payable after a longer period than most other municipal loans because the expenditure is for an asset which is indestructible and more likely to increase than to decrease in value and which could be realized upon in case of municipal bankruptcy. Hence the burden of repayment can be properly put to a great extent upon a succeeding generation.

As for the cost of improvement of the parks it should be met for the most part by short term loans, postponing may extensive improvements in the larger parks until the growth of the valuation of the city enables their cost to be more readily borne. All temporary and inadequate improvements should be paid for out of income.

As a rough basis for estimating the probable cost of parks we give below some averages of park statistics which we happen to have of five cities collected some ten years ago. These cities had then not far from the same population that Spokane has now so that the cost of land should be not far from the same for a given distance from the centre of the city. These cities are Cambridge, Mass.; Duluth, Minn.; Peoria, Ill.; Springfield, Mass., and Des Moines, Iowa.

Average total acreage of parks	359
Average total cost of land and construction.....	\$441,300
Average population	66,730
Average cost of parks per acre for land and construction.....	\$1,230
Average cost of parks for land and construction, per capita	\$630
Average number of inhabitants per acre of park.....	228

From the last statement it will be seen that these cities were decidedly behindhand in the proportion of park area to population. It seems likely that the parks in these cities had cost considerably more per acre (\$1,230) than they can probably be obtained and improved for Spokane.

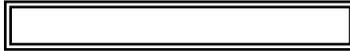
In Rochester, New York, there were in 1898 three fairly large parks having an aggregate area of 630 acres. The cost of these for land had averaged \$508 per acre. But Rochester was then a very much larger city than Spokane is now so park land ought to average much less cost per acre in the latter city. Although not fully completed at that time these parks of Rochester were thoroughly useful. The cost of construction and buildings had then averaged \$808 per acre. It is hardly to be expected that such parks as Rockwood Park, Queen Anne Pak, Eastside Park, Audubon Park and the like will cost much less per acre for construction, but the larger parks such as Upriver Park and Latah Park would undoubtedly cost considerably less per acre for construction, because they will contain so much land to be left nearly wild, and far less for land both because they are fur-

ther from the centre of the city and largely made up of steep rugged land very unavailable for building lots at present.

With regard to maintenance adequate data are not at hand because more or less construction work is often paid for out of the annual income of park commissions and the distinction not clearly shown in published statements. The general idea appears to be that the annual park tax should be one mill on the dollar of assessors' valuation of the city in addition to interest and sinking fund on loans. As the assessors' valuation of Spokane is \$33,500,000 this rate of park tax should yield at present \$33,500, which with the present inadequate equipment of parks and parkways would enable considerable to be done in the way of temporary and minor improvement. As this rate of park tax would only amount to 43 1/3 cents per capita it ought not to strike the citizens as an unreasonable amount to have to pay for the great advantages of parks for the health and recreation of his family nor out of proportion to the probable benefit in enhanced value to his real estate.

Respectfully,

OLMSTED BROTHERS.



Latah Bridge, High Bridge Park