

NO.	TITLE & DESCRIPTION	COPY OF	SIZE OR SCALE	DATE	MATERIAL	DRAFTSMAN
712	<u>Parade Refectory</u>					
	<p>This structure was designed by Calvert Vaux and built in 1876. It burned in August 1877. No drawings were in the file although its placement is seen in the plan for the Parade 1870. The Parks Reports and Historical Society has pictures of it.</p>					
713	<u>Parkside Subdivision</u>					
1	<p>Preliminary study for land adjoining Park, plan on linen, ink with colored edge of Park and Lake applied from behind. Shows streets with homes south and north of Park. Not signed or labeled, scale of streets in Parkside up to Railroad belt line north of Hertel, over to Main on the east, down to Park Border and Humboldt Parkway on south</p>		300'=1" 30"x48"	1873	Tr cloth	F.L.O. G.K.R.
2	<p>Second Preliminary Study for laying out land adjoining Park, printed title, no signatures, shows street layout in beige with some land-owners identified and lots divided, one handwritten note.</p>		500'=1"		Tr cloth	F.L.O. G.K.R.
3	<p>Third Preliminary Study for laying out Parkside, Buffalo, shows street layout, landowners and property lines, title handwritten by FLO with FLO, Landscape Architect, signature under it, and Geo. K. Radford signature with note about checking measurements, 2 stains in middle, good condition</p>		200'=1"		Tr cloth	F.L.O. G.K.R.
4	<p>Proposed Plan for laying out Parkside, shows Park edge, Farmsted, State asylum, property owners, lot lines, and proposed street patterns</p>		300'=1"		Tr cloth	F.L.O. G.K.R.
5	<p>Plan for Parkside, F.L. Olmsted, L.A., G.K. Radford, C.E. printed title shows lot lines, streets, trees, grass edge, pedestrian paths, in several colors, black line with greens and browns</p>		200'=1"		Tr cloth	F.L.O. G.K.R.

NO.	TITLE & DESCRIPTION	COPY OF	SIZE OR SCALE	DATE	MATERIAL	DRAFTSMAN
714	<u>Prospect Park</u> Two block-size open spaces at Porter and Niagara Streets. They are first referred to in the 5th Annual Report, 1875 as the Prospect Hill Parks. They were redesigned and planted in the early park work and show on Olmsted's Sketch Map of the Buffalo System. No drawings were found in Brookline					
715	<u>Potter's Field later named Masten Place</u> Lithograph of Plan printed in 18th Annual Report, first referred to in the 17th Annual Report, January 1887, several city squares and public grounds were placed under the Board of Commissioners during 1886. Plans were received from F.L. Olmsted in 1887 (p6, 18th Annual Report) for Bennett Place, Potter's Field (changed to Masten Place) and several small squares and public places		5"x7"	1887	Litho	
716	<u>Terrace Park</u>					
UNK	Three studies show various outlines for two medians bordered by Terrace Streets at Church Street, Eagle Street, Genesee Street, Court Street and Seventh Street. No final drawings located		3"x18"	2/21/87 2/22/87	Tr paper	
720	<u>Gates Circle</u> Designed as a node in the original Parkway System, referred to and pictured in Parks Reports, Historical Society has early photographs and postcards. No drawings located					
730	<u>Civic Center</u> Later job, last entry in 700 series, no information or drawings located					

NO.	TITLE & DESCRIPTION	COPY OF	SIZE OR SCALE	DATE	MATERIAL	DRAFTSMAN
1035	<u>Rumsey B.L. et al Buffalo, Villa Land Company</u>					
	Several Rolls of Studies for laying out the land north of the Park are in the vaults. Time did not allow a thorough investigation					
1246	<u>Hayes, Edmund</u>					
1	Mr. Edmund Hayes, Planting Plan shows North Street lot with house and stable, plantings for foundation of house, yard, grove and old fashioned garden. All keyed to Plant List. Clear and clean except for smear in right hand corner		20"x30"	10/2/91	Tr cloth	
2	Sketch of Planting Plan for old fashioned garden, cute thumbnail drawing		5"x8"		Tr paper	
3	Planting Plan for old fashioned garden, keyed to Plant List, very clean and clear		1/4"=1'		Tr cloth	
4	Plan for Additional Planting with plant materials listed, good condition		20"x30"	11/1/92	Tr cloth	
5	Survey of Plat, Mr. Edmund Hayes sent from Buffalo					
1779	<u>Rogers, W.A. Buffalo</u>					
1	Plan of lot, W.A. Rogers-North Street, shows utilities and topography, Sections shown on section paper. Written on back: John C. Olmsted, Room B, Iroquois Hotel				Bl print Section paper	
2	Planting Study, shows walks, drives, shrubs, trees and gymnastics equipment. Lot is long and thin, located on North Street at the Circle		12"x54"	8/3/95	Tr paper	
3	Revised Planting Study shows full lot, plants keyed to plant materials list		12"x54"	9/17/95	Tr cloth	

NO.	TITLE & DESCRIPTION	COPY OF	SIZE OR SCALE	DATE	MATERIAL	DRAFTSMAN
2903	<u>Ontario Power Co., Niagara Falls Canada</u>					
UNK	Property of Power Co. has cut out of building, looks like the Olmsted firm consulted on the siting of the power plant. No other drawings located		24"x30"		B1 print	
2917	<u>Buffalo Historical Society Historical Building</u> No drawings or information located under this listing. Several plans and studies found in Delaware Park file. They show siting and walks around the building					
2921	<u>Buffalo Guild Allied Arts, Garden Exhibit</u> No information or drawings located. Seems that the firm was retained for an exhibition					
2994	<u>Kellogg, Spencer</u>					
1	Picture and plan of house, cut out of booklet Academy of Architecture 1903, p. 70. Shows house by Green & Wicks, Architects, Buffalo					
2	Spencer Kellogg, Esq., Planting Plan for front and sides of house with plant lists, good condition		24"x42"	12/2/04	Tr cloth	
3162	<u>Rogers, W.A. Kennebunkport Me.</u> Files not investigated, listed as point of interest					
3330	<u>Niagara Falls Before 1905</u> Several drawings in the file look like studies for General Plan. No final drawings					

NO.	TITLE & DESCRIPTION	COPY OF	SIZE OR SCALE	DATE	MATERIAL	DRAFTSMAN
UNK	Study for title block reads: General Plan for Improvements to the State Reservation at Niagara, to accompany report by Calvert Vaux & Frederick Law Olmsted, Landscape Architects			1887	Tr paper	
UNK	Study of Goat Island, shows walk- ways and overlooks, large, in pencil		6'x10'	12/4/86	Tr cloth	
UNK	Study of Mainland, shows walkways and overlooks, rough drawing, in pencil		3½'x8'	12/4/86	Tr cloth	
UNK	Revision of Pathways for Niagara Reservation, study in pencil signed C. Vaux			1/22/87	Tr cloth	
3330	<u>Niagara Falls After 1905</u> Files not investigated, many drawings listed					
5774	<u>Roman Catholic Cemetery Assoc.</u> No information or drawings located					
6302	<u>Pomeroy, Robert W.</u> No information or drawings located					
6569	Rogers, W.A., "Edgewater: <u>Kennebunkport Me.</u> Files not investigated, listed as a point of interest					
6685	<u>Rogers, W.A., Winter Park, Florida</u> Files not investigated, listed as a point of interest					
6693	<u>University of Buffalo</u> No information or drawings located					

NO.	TITLE & DESCRIPTION	COPY OF	SIZE OR SCALE	DATE	MATERIAL	DRAFTSMAN
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- Pan American Exposition

The Olmsted firm consulted on the Albright Art Gallery and the New York State Building for the Exposition. Those drawings are located in the Delaware Park File. They could have consulted on the siting and landscaping of other Exposition Buildings as well. No drawings were located but the Photograph File had a large album with quite a few good photographs taken by F.L. Olmsted and J.C. Olmsted

- City and County Hall

No job number was listed but a Preliminary Study for the Grounds of City and County Hall was found in Box 4034. It shows a plan view of the building with plants drawn on in ink and pencil and a small elevation in pencil on the side. There was a 12"x 16" engraving of the City and County Hall with it

12"x14"
40'=1"

Paper

SURVEY OF BUFFALO'S OLMSTED PARKS SUMMER 1979
FOR NATIONAL REGISTER OF HISTORIC PLACES NOMINATION

Olmsted Associates List of Documents Purchased as Copies

<u>No.</u>	<u>Title & Description</u>	<u>COPY OF</u>	<u>SIZE OR SCALE</u>	<u>DATE</u>	<u>MATERIAL</u>	<u>DRAFTSMAN</u>
702 719	<u>Delaware Park formerly The Park</u>					
18	Pre. Plan for Arrangements about	17	50'=1"	9/17/00	Tr cloth	Cook
27	Plan for Walks about the New York	26	30'=1"	10/27/00	Tr cloth	Douglas
56	Plan for rider to accom. Plan #27	50	30'=1"	11/24/00	Tr cloth	Smith
UNC	Steamer Shed and Stable, Line drawing probably for Farmstead		8"x10" 1"=1/4"		Tr cloth	
UNC	Addition to the Park 14.0 Acres, Folded Linen Red and Black lines Shows property lines with names of owners from Grant Street to Delaware Avenue along Forest Avenue to the Park. Warren, Granger and Bull appear to won the bulk of land in question		24"x30"		Tr cloth	
UNC	Addition to the Park 12.0 Acres Shows somewhat different shape for the addition, different owners Shoreline of lake		18"x24"		Tr cloth	
703	<u>Cazenovia Park</u>					
24	Key map for show map, Key map of park system, line drawing done by hand, shows Stony Point, South, Cazenovia, Parade, Front and The Park, shows radii from downtown, shows parkways, of original 3 parks and South parkways with Ridge Road as parkway to Stony Point, very clear, good condition		18"x24"			

Olmsted Associates List of Documents Purchased as Copies

NO.	TITLE & DESCRIPTION	COPY OF	SIZE OR SCALE	DATE	MATERIAL	DRAFTSMAN
706	<u>The Front</u>		8"x11"	1870?	Tr cloth	Vaux?
UNC	Sketch of proposed plan for laying out The Front, hand-drawn and lettered small plan, very similar to the plan adopted. Must be an old drawing, looks like Vaux's writing. Good condition, clean and clear. No signature, no date					
717	<u>Martin Luther King, Jr. Park formerly Humboldt Park, formerly The Parade</u>					
6	Revised Pre. Plan, very clear drawing in good condition, except for edge	5	50'=1"	12/95	Tr cloth	Princhard
16	Revised Plan and details for water basins, shows details for stonework, lily pond, fountain and basin, good condition, some stains on edge	15	4'x8'	9/18/96	Tr cloth	Kellaway
18	General Planting Plan, drawing lists 6 plants, American Elm, Red Oak, Oriental Plane, Pin Oak, Sugar Maple and Barberry, in good condition, some stains	17	50'=1"	11/1/97	Tr cloth	Reed
23	Pre. Plan for Revisions in Eastern Portion, done in hand, shows road access to existing shelter and greenhouses, has Fillmore Avenue running through at standard width, Music Court in center of space and public comfort building	22	50'=1"	2/06/04	Cloth	Cook
724	<u>Riverside Park</u>					
5	Preliminary Plan	4	40'=1"	7/26/98	Tr cloth	Herbst
7	Typical crossection through fountain and pergola, nice drawing, shows central feature detail	6	10'=1"	8/5/98	Tr cloth	Herbst

Olmsted Associates List of Documents Purchased as Copies

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724	<u>Riverside Park</u>					
16	Planting Plan, handwritten plant list on side, keyed to drawing	14	40'=1"	2/17/99	Tr cloth	Cook & Reed
704	<u>Day's Park</u>					
UNC	Day's Park small drawing Plan view of Park shows street and borders of lots, tree placement, unsigned, undated		8"x24"		Tr cloth	
710	<u>Niagara Square</u>					
4	Revised Plan for Niagara Square shows round center with fountain in the middle, and planting on the eight triangular wedges. Olmsted, Olmsted, Eliot drawing in good condition. Niagara Square was redesigned in the early 1900's for the placement of the McKinley Monument.		14"x24"	12/10/95	Tr cloth	
713	<u>Parkside Subdivision</u>					
3	Third Preliminary Study for laying out Parkside, Buffalo, shows street layout, landowners and property lines, title handwritten by FLO with FLO, Landscape Architect, signature under it, and Geo. K. Radford signature with note about checking measurements, 2 stains in middle, good condition		200'=1"		Tr cloth	F.L.O. G.K.R.
5	Plan for Parkside, F.L. Olmsted, L.A., G.K. Radford, C.E. printed title shows lot lines, streets, trees, grass edge, pedestrian paths, in several colors, black line with greens and browns		200'=1"		Tr cloth	

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1	Mr. Edmund Hayes, Planting Plan shows North Street lot with house and stable, plantings for foundation of house, yard, grove and old fashioned garden. All Keyed to Plant List. Clear and clean except for smear in right hand corner		20"x30"	10/2/91	Tr cloth	
3	Planting Plan for old fashioned garden, keyed to Plant List, very clean and clear		1/4"=1'		Tr cloth	
4	Plan for Additional Planting with plant materials listed, good condition		20"x30"	11/1/92	Tr cloth	

APPENDIX D

Excerpts from Buffalo Parks Commissioners' Annual Reports
and Other Commission Publisher Documents 1869-1915

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PRELIMINARY REPORT

RESPECTING A

PUBLIC PARK

IN BUFFALO,

AND A COPY OF

THE ACT OF THE LEGISLATURE

AUTHORIZING ITS ESTABLISHMENT.

COMMISSIONERS.

His Honor THE MAYOR, *Ex-Officio*.

- | | |
|--------------------|--------------------|
| PASCAL P. PRATT, | SHERMAN S. JEWETT, |
| DEXTER P. RUMSEY, | RICHARD FLACH, |
| JOHN GREINER, JR., | JAMES MOONEY, |
| LEWIS P. DAYTON, | JOHN CRONYN, |
| JOSEPH WARREN, | DENNIS BOWEN, |
| EDWIN T. EVANS, | WM. DORSHEIMER. |

BUFFALO, N. Y.

PRINTING HOUSE OF MATTHEWS & WARREN.

Office of the "Buffalo Commercial Advertiser."

1869.

COMMUNICATION FROM THE MAYOR.

MAYOR'S OFFICE,
BUFFALO, Nov. 23d, 1868.

To the Honorable COMMON COUNCIL:

Gentlemen:—I have the honor to transmit herewith the accompanying communication from a committee of your fellow citizens, who, with a commendable public spirit, invited the well-known and distinguished landscape architect, Frederick Law Olmsted, Esq., to visit the city and present his views in reference to a public park.

I took the liberty on a former occasion of directing the attention of your honorable body to this subject, and to urge upon the Council the importance of acquiring at an early day the land necessary for securing to our people the benefits to be derived from a public park, proportionate to the wants of a large and steadily increasing population. The report of Mr. Olmsted, it will be seen, presents a plan which, in many of its features, corresponds with the suggestions then made, and with the ideas on this subject held, I believe, by a large majority of our citizens who have given the subject attention. Its perusal, I feel confident, cannot fail

to impress on the public mind the vastness of the benefit which the city has now in its power, by prompt action, to secure to itself. Indeed, few cities enjoy equal advantages with our own of securing a large tract of land so well adapted to park purposes, and at comparatively small cost, if the opportunity now presented is at once taken advantage of.

I therefore respectfully recommend that a special committee of five members of the Council be appointed to co-operate with the citizens' committee for the purpose of securing the enactment of a law clothing the Council with authority to acquire, by purchase or otherwise, the land and property necessary to carry out the object in view, and to issue the bonds of the city for the payment and improvement of the same.

I beg leave also to recommend that the report of Mr. Olmsted be printed in the minutes and referred to such joint committee, with instructions to report the result of its deliberations to the Council at an early day.

Respectfully submitted,
WM. F. ROGERS, Mayor.

LETTER FROM THE CITIZENS' COMMITTEE.

10

Accordingly several gentlemen, at their own expense, procured Mr. Olmsted's services. He came to Buffalo and spent several days in a survey of the suburbs of the city, and his views are presented in the accompanying communication.

It was the intention of the gentlemen who have interested themselves in this matter, merely to give form to a project which was entirely undefined, in the hope that they might excite a thorough discussion of the matter, and that the Common Council and the Legislature might be led to take some definite action towards the accomplishment of a work so important to the citizens of Buffalo.

We venture to request that you will transmit Mr. Olmsted's letter to the Honorable the Common Council, with such recommendations as, in your judgment, the present and future interests of the city may require.

Very respectfully,

Your servants,

PASCAL. P. PRATT,
S. S. JEWETT,
RICHARD FLACH,
JOSEPH WARREN,
WILLIAM DORSHEIMER.

BUFFALO, Nov. 16, 1868.

To HON. WM. F. ROGERS, Mayor of Buffalo:

Sir:—The undersigned, a committee appointed at a meeting of citizens held at the residence of S. S. Jewett, Esq., on the 25th of August last, herewith transmit to you a communication addressed to one of the undersigned, by Frederick Law Olmsted, of New York.

The letter of Mr. Olmsted relates to the project of the establishment of a park in Buffalo. This subject has, of late, been much discussed by the press of the city, and even more, we believe, in private circles. It was thought advisable to obtain the opinion of some competent landscape architect upon the various questions involved in the enterprise, but more particularly to ascertain what scheme of improvement could be carried out within the limits of a reasonable expenditure. Mr. Olmsted was the architect-in-chief of the Central Park in New York; he is now engaged upon Prospect Park in Brooklyn, and upon similar enterprises in other cities. In view of his large experience, there was no one so likely as he to give the information which was desired.

points which need to be well considered before any legislative action could be properly asked for; assuming that all questions, except those bearing directly upon the general and approximate outlines of the proposed scheme, should be left to a body officially accountable to the whole body of citizens interested.

We think it right to distinctly state the fact that if you, or any of the gentlemen whom you represent, have had any special interests, predilections, purposes or opinions in this matter, which it is hardly possible should not have been the case, they have been perfectly concealed from us, and that our judgment of what would be for the best interests of the citizens at large, without regard to classes or localities, has been consulted in the simplest and fairest manner possible.

We think it necessary, first of all, to urge that your scheme should be comprehensively conceived, and especially that features, the desirableness of which are most apparent, should not at the outset be made so important as to cause others, the possible value of which may seem more distant, to be neglected.

For this purpose it should be well thought of that a park exercises a very different and much greater influence upon the progress of a city in its general structure than any other ordinary public work, and that after the design for a park has been fully digested, a long series of years must elapse before the ends of the design will begin to be fully realized.

Even in the initiatory discussions of a plan for such a work, therefore, it would be unwise to have in view merely the satisfaction of the probable demand of those

MR. OLMSTED'S REPORT.

110 BROADWAY, N. Y. CITY,
Oct. 1st, 1868.

WILLIAM DORSHEIMER, Esq.:

Sir:—On the 12th of August last you asked our advice for a body of gentlemen who wished to present the main outlines of a scheme for establishing a public park in Buffalo to the consideration of their fellow citizens. We shortly afterward visited your city, studied its plan with you, and made a cursory examination, under your guidance, of its immediate suburbs, giving special attention to three localities, the merits of which, for the purpose in view, we understood from you had been already under discussion.

We have since gone more carefully over the ground, tested soils, examined maps, and obtained all the information we could, without making a topographical survey of the conditions of the general problem you have to solve, and have subjected our first impressions to a close and deliberate review, the result of which we now propose to give to you. In doing so we shall re-strict our advice to such general suggestions as is practicable for us to offer, with entire confidence, upon

who will be expected to use it in the immediate future. If a park should prove not adapted to the requirements of those who are to come after us, and even of those who are to come after our immediate successors, the outlay which will be needed for it would be an extravagant one.

This caution applies especially to questions of situation, extent, general outlines, approaches and relations with other public ways and places. Minor interior arrangements may be adapted merely to suit immediate and clearly obvious requirements, as the cost of adding to these when found advisable will not necessarily be very formidable, provided the ground first secured shall have been of good shape, wisely located, and the general plan of improving it shall have been a well-balanced one. It is universally found, however, when this has not been the case, and, when a growing town has once begun to accommodate itself to a large park, that any essential modification of its outlines becomes an undertaking of greater difficulty than the original enterprise itself.

To establish the advantages of a careful provision, in this respect, we may mention that after land for the Central Park of New York had been acquired, but before work had been commenced upon it, we called attention to the value of certain improvements which might be made in the park and its approaches by the addition of a small amount of land to that already secured.

The necessary land for most of these improvements has since been acquired, and they have been carried

out, but their cost has been increased by the neglect to provide for them at the outset from 800 to 2,500 per cent., while one of the most desirable, which might have been adopted originally at small expense, will probably never be realized on account of the occupation of the land by important constructions, the undertaking of which was induced by the opening of the park. Prompt action on similar advice to the city of Brooklyn, in one case, secured land for the enlargement of an approach at a cost of only one-fifth what it would have cost two years afterwards, while a delay of three years in securing a tract of sixty acres, foolishly omitted in the original purchase for a park, has cost that city over a million of dollars.

Similar facts are found in the recent experience of London, Liverpool and Paris: Nor are they peculiar to very large towns. To slightly straighten the boundaries, enlarge the ball grounds, widen the adjoining streets and amplify the approaches of the little park laid out nine years ago in the town of Hartford, Connecticut, improvements very obviously desirable, and the requirement of which should have been anticipated, would now probably involve an expense larger than was necessary for the purchase of all the land included in the park, and several times larger than would have been originally necessary had the project been formed with a sufficiently comprehensive exercise of forethought.

The still smaller town of Bridgeport acquired a tract of land for a park of seventy acres, which, less than two years ago, we were called upon to examine.

We inquired as to the practicability of making some change of the boundaries, and were told that the land had already advanced so much since the purchase for the park had been made that the idea could not be entertained.

It happened, however, that upon an explanation, which we made to the owner of a large adjoining field used for agricultural purposes, of the improvement which could be made in the plan of the park if a slight addition were made to it from his property, he wisely but generously offered to make a free gift to the city of what was required; the offer was accepted, and the gentleman informs us that he has recently sold a part of the remainder of the field in question for building lots at more than twice the valuation he had placed upon it at that time, and that he considers that the acquisition of any land required for a modification of the boundaries of the park, or for an enlargement of the approaches to it, would now be assessed at sixteen times as much as it would have been originally.

It must be observed, also, that a really fine large and convenient park exercises an immediate and very striking educational influence, which soon manifests itself in certain changes of taste and habits, and consequently in the requirements of the people.

To understand the character of these changes and their bearing upon the task we have in hand, it will be necessary to understand what a park is, or rather what it may be if properly designed and administered.

The main object we set before us, in planning a park, is to establish conditions which will exert the most

healthful recreative action upon the people who are expected to resort to it. With the great mass such conditions will be of a character diverse from the ordinary conditions of their lives, in the most radical degree which is consistent with ease of access, with large assemblages of citizens, with convenience, cheerfulness and good order, and with the necessities of a sound policy of municipal economy.

Much must necessarily be seen in any town park which sustains the mental impressions of the town itself, as in the faces, the dresses and in the carriages of the people, and in the throngs in which they will at times here and there gather and move together.

Inasmuch as there are these necessary limitations to the degree in which a decided, and at the same time a pleasing, contrast to the ordinary conditions of town life are possible to be realized in a park, and inasmuch as the town is constituted by the bringing together of artificial objects, the chief study in establishing a park is to present nature in the most attractive manner which may be practicable. This is to be done by first choosing a site in which natural conditions, as opposed to town conditions, shall have every possible advantage, and then by adding to and improving these original natural conditions. If this is skillfully done, if the place possessing the greatest capabilities is taken, and nature is not overlaid, but really aided discreetly by art, it follows as a matter of course that in a few years the citizens resorting to the locality experience sensations to which they have before been unaccustomed, disused perceptive powers are more and more

exercised, dormant tastes come to life, corresponding habits are developed, and a new class of luxuries begins to be sought for, superceding, to some extent, certain others less favorable to health, to morality and to happiness, if not wholly wasteful and degrading. The demand thus established will, of course, sooner or later, make itself felt in several other ways besides those which pertain to the park.

Before laying out a park, therefore, it is best to consider what the character of the demand which must thus be expected to grow up with it will be, and see if it cannot be anticipated with advantage.

It is easy to determine that its character will be that of a liking for things which are in no way essential to the requirements which had led to the building of the town as it was before the park was called for. For example, the demand for convenience in getting quickly from places where business is done, to places where such rest and sustenance can be had as are necessary to maintain the ability to do business; and for convenience of transferring goods from shops and shipping to stores, obliges the obliteration of all natural objects, gives occasion for compact building, causes the removal of whatever would obstruct wheeling and walking between buildings, and leads to the construction of solid and rigid pavements, and the general prevalence of noise, jarring and confusion.

All these things are compatible with a great deal of luxury, especially with the luxury of architectural grandeur and elegance; but the tastes which will be fostered by a park will demand luxuries not only of

another kind, but such as cannot be associated intimately with these things—luxuries more natural, more healthful and more desirable to be brought within easy reach of the citizens.

The park, as we have described it, must necessarily be large and costly; to place it in the midst of the town would be to make it excessively costly in the first place, and permanently a great obstruction to business. It should, then, be placed at such a distance from the great body of citizens, that time will necessarily be spent in going to and coming from it; time which will either be spent unpleasantly, or, at best, with reference to the gratification in any degree of the tastes under consideration, will be wasted. The demand then will be that means of escaping from streets bearing the character which inevitably attaches to the greater part of the compact business parts of a city, shall be put everywhere more nearly within reach of all the people than they would be merely by the formation of a park, however large at some one point in the suburbs.

For these reasons we would recommend that in your scheme a large park should not be the sole object in view, but should be regarded simply as the more important member of a general, largely provident, forward, comprehensive arrangement for securing refreshment, recreation and health to the people. All of such an arrangement need not be undertaken at once, but the future requirements of all should be so far foreseen and provided for, that when the need for any minor part is felt to be pressing it may not be impossible to obtain the most desirable land for it.

A. comprehensive and well-prepared scheme seems to us, for several reasons, to be peculiarly desirable for Buffalo; first, because Buffalo is a place of singular mobility and progressiveness, rapidly increasing in population and wealth, with every reason for expecting a prolonged career of prosperity, and a more than usually rapid development of advance in the common requirements of civilization; second, because the immediate environs of the town, in the condition they now are, and have been for a number of years, are not generally at all attractive, and young people in search of recreation, especially, have very little inducement to a pure, healthy, natural exercise of their faculties and tastes, and, in consequence, there are special inducements to offer them facilities and stimulants to unwholesome substitutes for recreation; third, the relation of the town to its canals and railroads and the lakes and rivers is such as to make an escape from it in several directions, to anything like rural quiet, difficult and disagreeable, if not impossible; fourth, during a considerable part of the year that portion of the environs which is otherwise least repellant to rural exercise is swept by harsh, damp winds, very trying to those who are in most need of quiet open air recreation.

Each of the three sites to which our attention has been called possesses some special advantages to which we shall now refer.

The first is the most elevated ground in the city, on High street, near the old Potter's field. From this a finer lookout may be had over the city than from any other point, and the distant wooded plains, backed by

blue hills, make a beautiful background to the view on the south. It is nearer to the more densely populated parts of the city than any other site having distinctive natural advantages. In a few years, unless soon reserved for a public ground, it will probably be occupied and surrounded by buildings, when the view from it can no longer be had.

The second site referred to is one adjoining Fort Porter. It is also comparatively elevated, and has attracted attention because of the view which is commanded from it over the lake. This, especially at sunset, in certain states of the atmosphere, is a very fine one, and it is within the province of art to enhance the sense of beauty in the distance by forming a substitute for a part and a screen for the remainder of a foreground which is at present rude, discordant and essentially disagreeable. The outer scene thus framed and emphasized would be peculiar to Buffalo, and would have a character of magnificence admirably adapted to be associated with stately ceremonies, the entertainment of public guests and other occasions of civic display.

The third site to which our attention was directed is to be found on the banks of the creek west of Forest Lawn Cemetery. By the construction of an embankment about half a mile below the road, which is a prolongation of Delaware street, a body of living water might here be formed about twenty acres in extent with a very agreeable natural line of shore, the greater part of which would be shaded by beautiful groves of trees, already on the ground and most of which are now

in their prime and of very desirable species. This water would be well adapted to the requirements of ornamental water fowl, to skating and boating; the groves adjoining would furnish a cool place to be resorted to for rambling and rest on a hot day; the views over the water might easily be made charming and appropriate, and the general situation is one to which your citizens could go, and in which they could remain for several hours during many days of the spring and autumn, when most other places in the suburbs, and especially the two elevations which have been considered, would be made disagreeable by the harshness of the winds which sweep them.

On the east side of the road and north of the cemetery there is a series of large open fields which are graced by a number of remarkably fine umbrageous trees, such as are never found except under unusually favorable conditions of soil and climate. The general aspect of this ground is not only beautiful, but its beauty is of that kind which is appropriately termed park-like. Taking these circumstances in connection with the groves and the creek, we cannot hesitate to conclude that whatever advantages for pleasure grounds of a certain kind the other sites we have examined may offer, they are not to be compared for a moment with that which is here offered you, when the question is of what we call, by distinction, a park.

The objections to the situation which may be anticipated, are those which would be felt by some portion of the people of the city to any situation, namely, distance and difficulty of access from certain quarters.

We have seen no other situation nearer the center of population in which it would be possible to form a spacious park, even at an expense several times larger than would be required for one at this point, where it would not very certainly prove a great inconvenience to business, and involve large changes in the general plan upon which the building up of the city is otherwise likely to advance. The site which we have in view is now either waste land, or is occupied, with the exception of a single unimportant manufacturing establishment, exclusively for agricultural purposes, and, for farming land near a large town, can be bought at an extraordinary low rate. A park would neither interfere with nor be interfered with by any existing or probable line of business communication, the character of the topography of the neighborhood not having encouraged the formation of roads from either side through it. It would be feasible by a slight divergence from the present route to carry the only existing public thoroughfare across it, whenever it shall be found desirable, where, by means of a natural depression of the surface, it would be out of the view from the pleasure routes of the park.

Due weight being given to these facts, we doubt not that it will be clear to you that no other situation would on the whole be equally convenient for the main purposes which a park should be designed to serve, and that a park in no other situation would occasion so little inconvenience to those living or doing business, even in the parts of the city to which the objection of

distance and difficulty of access may be considered to be of the most consequence.

If you are thus prepared to adopt the conclusions that the principal feature of your scheme should be a park, intended for the general enjoyment of all the citizens of Buffalo, as Buffalo may be expected to be a generation or two hence, and that this park shall be situated as we have advised, then you will find it necessary to consider how the people of the more distant parts of the city can be secured access to this park without a journey long, fatiguing and discordant with the sentiment and purposes of recreation in view, and what compensation can be offered them for the distance at which they will be placed by the location of the park as proposed.

To reach sound conclusions on these points you will need to reflect that public pleasure grounds are chiefly used in three ways, as follows: first, for recreation of a decided character, involving an absence of some hours from ordinary pursuits, and that such recreation is either taken after the main business of the day is over, by those who are able to leave their business somewhat early in the afternoon, or that it involves a holiday or half a holiday; second, for the airing, exercise and recreation of children, invalids, women, and others who are not methodically occupied by any regular business, yet are necessarily much confined within walls; third, for a slight diversion of those whose business usually holds them so late that they are able to leave it only for short periods during the day, but to whom an attractive recreation ground would be worth perhaps

more than to any others, if it could be put within their easy reach.

For the latter purposes a large park outside the city is resorted to by those living or working within a limited distance of it, but it cannot serve these purposes so far as the larger body of citizens is concerned.

Grounds need to be provided, therefore, less complete in their opportunities for a variety of forms of recreation, and adapted to accommodate a smaller number of persons at a time, but to which many can resort for a short stroll, airing and diversion, and where they can at once enjoy a decided change of scene from that which is associated with their regular occupation.

The sites near Fort Porter and on High street are both suitable for this class of grounds; each would be conveniently accessible from a different quarter of the town, and each of these quarters would have less direct access to the main parks than to any other quarter where vacant land can be found offering any advantages for the formation of pleasure grounds.

If you accept the conclusion thus suggested, the question only remains of making the main park more readily and more agreeably and more appropriately accessible from a distance.

Fortunately the plan of Buffalo is such that the proposed site of the main park is already accessible by the most direct way possible from the very centre of population, and from the only quarter not proposed to be otherwise provided with a local pleasure ground, by Delaware avenue, an approach of stately proportions. So far as this quarter of the city is concerned, a better

solution of the difficulty is thus at once offered than can often be obtained at large expense in other cities. The avenue is susceptible also of great improvement at a very moderate outlay.

For the rest, we would suggest that the two ends of the main park on the southeast and west be gradually narrowed and curved toward the town, so that the greater part of the ground taken would be included within a crescent-shaped figure; and that strips of ground, at least two hundred feet wide, be acquired, extending from them toward the north and west parts of the city on one side, and the south and east parts on the other. Through those strips a series of roads and walks adapted exclusively for pleasure travel should eventually be formed, and outside of them roadways to answer the purpose of streets, for ordinary traffic, which could thus be disassociated from the movement to and from the park. So much of these strips as would not be wanted for passage-ways should be occupied by turf, trees, shrubs and flowers; they should follow existing lines of streets as far as practicable, so as not to interfere unnecessarily with the present divisions of property, and they should be so laid out as to connect the two subordinate grounds which have been indicated with the main park.

Thus, at no great distance from any part of the town, a pleasure ground will have been provided for, suitable for a short stroll, for a playground for children and an airing ground for invalids, and a route of access to the large common park of the whole city, of such a character that most of the steps on the way to it would be

taken in the midst of a scene of sylvan beauty, and with the sounds and sites of the ordinary town business, if not wholly shut out, removed to some distance and placed in obscurity. The way itself would thus be more park-like than town-like.

Such a parkway on the east might follow the line of Jefferson street, from Genesee street, or Batavia street, to near Main street, and, soon after crossing the latter, begin to expand into the crescent ends of the park itself. On the west, starting from an architectural construction and esplanade on the bluff at or near the present base-ball grounds, it might divide and enclose the Niagara and York street public gardens, and continue in a straight course to Rogers street; then follow Rogers street to Clinton grove, near which it might slightly expand and take a more picturesque character than would be desirable nearer the town, and, finally, open fully into the park itself near the foot of the proposed ornamental water, half a mile west of the cemetery.

At a point near to the entrance of the race course, and at the crossing of important streets, the parkways might, for greater convenience in crossing and turning, be expanded in a circular or elliptical form; and such points would, in the future, offer suitable positions for fountains, statues, trophies and public monuments.

It is impracticable to form even an approximate estimate of the cost of such arrangements as we have suggested without a plan based upon a careful topographical survey; but it will be readily seen that the

opportunity may be secured for them and held by the city at a very moderate expense.

The most costly items in the acquisition of a park by a city usually are: first, the land; second, grading; third, the foundation or stone work of roads; fourth, constructions of masonry. The land which you would require for the park is mere farming land, with no costly buildings upon it, instead of being, as is usually the case, town building lots more or less occupied by expensive structures and for important business purposes. Its surface is almost everywhere gently sloping, so that the necessary grading to adapt it to park purposes would be extraordinarily light. The chief topographical change suggested would be effected by the construction of a simple embankment about one hundred feet in length, and the natural action of the water which would accumulate above it.

An abundance of stone suitable for road foundation is found on the ground, in quarries already opened, and the facility with which these can be worked and the stone prepared is such, we are informed, that contracts for road material may be made at less than half the prices we have usually found it necessary to pay elsewhere. There is no necessity for any large work of masonry, and what little may be required will, for the reasons first indicated, be inexpensive.

On reviewing all the circumstances, it cannot be doubted that they present an opportunity of acquiring a property at comparatively moderate cost, which, when gradually improved, as from year to year may be deemed expedient, will ultimately be of incalculable value to your city.

We are, with great respect for the generous and impartial public spirit with which our counsel has been sought and received by your associates and yourself,

Your obedient servants,
 OLMSTED, VAUX & CO.,
Landscape Architects.

Although during the sixty years that followed, the traffic and social habits of the people have been affected by such new things as the Erie Canal, steam craft on the lakes, railroads on the land and horse-car tracks on crowded streets, no widening of any street and no departure in any respect from the general theories of Ellicott's design was called for. At the end of that period no equal number of People were to be found in any American town so healthfully housed, and having the use of so convenient arrangements of inter-communication.

The main features of the plan may be traced in the lower part of the adjoining map, in a radical system of broadways, combined with a number of distinct rectangular systems, each well fitted to the local topography, on which it was laid. The streets of the rectangular system are generally 66 feet wide, and the radial avenues 99 feet in width; but, in building dwelling houses, the custom was early established, and during the period stated had been almost universally maintained, of setting them at least ten feet back from the street line and each surrounded by a clear space of private grounds.

The city had thus been so built as to secure within itself much of the sanitary advantages of a suburb. In the closest built wards the rate of population to the acre was not one-tenth as much as in the densest wards of New York.

It had not, however, been fortunate in its environs. The surface of the land immediately to the southward was either actually subject to overflow or too near per-

THE BUFFALO PARK SYSTEM:

The map herewith printed is mainly copied, on a scale two-thirds smaller, from a map now in the Park Commissioners' office, which was made by Mr. Fred Law Olmsted in the spring of 1876. This map was designed to exhibit the admirable features of the general plan of Buffalo, the relative location and special design of each of the three new Parks and of the Park approaches, their relation to the older trunk thoroughfares, and the convenient routes of inter-communication which is thus afforded to the several Parks from the business centre of the city.

After having been exhibited at Philadelphia in 1876, and at Paris in 1878, this map was donated by Mr. Olmsted to the City of Buffalo.

The following short history of the Park scheme taken chiefly from an explanatory statement inscribed on the borders of the map, may still be of interest to our citizens.

LATE ADDITIONS TO THE PLAN OF BUFFALO.

The Village of New Amsterdam, out of which has grown the City of Buffalo, was laid out in the fourth year of this century under a commission given by its thrifty founders to a discreet expert—Joseph Ellicott.

manent ground water to be a fit site for dwellings; while elsewhere a cold, tenacious soil and bleak exposure had led to a prevalence of cheerless landscape conditions. The only impressive feature of natural scenery which the city had originally enjoyed in the view over Lake Erie and the Niagara River had, in the progress of building, come to be shut of sight from all ground on which its people had common rights. The natural water courses of the vicinity had begun to be polluted, and those localities which originally possessed the greatest sylvan attractions had in several instances been so occupied, as not only to have lost their charms, but to have become unhealthy and offensive. It came about, finally, that, while the city remained notable for public and private wealth, its poverty of rural recreation was deplorable. In no other town of equal population was so little pleasure to be had in a ride or a walk to the outskirts.

A few years later, direct railroad communication with the coal and oil regions of Pennsylvania promised a further development of the manufactures and commerce of the city, and a prolonged continuance of its growth in population. There was every prospect that the demand for habitations thus occurring would be met in two ways, both equally undesirable: *first*, by the introduction of tenement-houses, and a more compact method of building on the streets of the existing plan; *second*, by a series of outlying settlements of small lots on narrow streets, laid out independently of one another, and of the city proper, as the supposed immediate interests of various land speculators or manufac-

turers might dictate, and with little or no regard to the health and convenience of the public.

Within a recent period several serious mistakes of this character were made, and the tendency to crowd the dwellings more closely together on smaller lots was becoming quite evident. The evils resulting from dense settlement on narrow and awkwardly located streets were thus threatening the community in spite of the example and suggestions of the original plan.

The defects and dangers of the city which have thus been indicated were in some degree realized by a small body of citizens, who first met together to discuss the subject in 1868. An agitation was begun by them, which led, in 1870, to a number of undertakings designed to support its original plan by a series of new features. These it was hoped would add much directly to the essential wealth and comfort of a residence in the city, and indirectly, by their influence on private and other public enterprises, would tend to counteract the dangers apprehended. This hope was fully justified by the fact that within a few years afterwards several important streets in the, as yet, sparsely settled sections were widened from 66 to 100 feet by the voluntary action of the abutting property owners.

The map shows how these several undertakings combine in one general design for improving the plan of the city. The grounds embraced in these late additions to the plan, and now under the control of the Park Commission, are colored green. Other public grounds, and the streets which most conveniently combine with

the new Park approaches to form a general system, are distinguished by a purple tint.

The special character and distinctive features of these different public grounds may be thus summarized:

1st. The Front, one and one-half miles northerly from the City Hall, a ground in which the use is secured forever to the public of the crest of a steep bluff, from 50 to 60 feet above the level of Lake Erie, which commands a broad prospect over the lake, and an interesting view of the Niagara River and the Canadian Frontier. In the summer and autumn months it is fanned by a cool westerly breeze, almost constantly blowing from the lake, which, in warm days, is grateful and refreshing to visitors and healthful to invalids. Its area is about 50 acres, including the adjoining military post, which is also open to the public.

2d. The Parade, two and one-half miles easterly from the City Hall, a smooth gently-sloping lawn designed for military drills, parades, attractive out-door sports, and popular festivities. At the easterly end, a small natural grove and a commodious refectory afford ample opportunity for shade, rest and refreshment. Area, 56 acres.

3d. The Park, $3\frac{1}{2}$ miles north of the City Hall, a ground designed to be resorted to solely for quiet rural enjoyment. The more notable features are, a grand sweep of undulating turf, one hundred and fifty acres in extent, and containing a goodly number of large, well-grown trees, a body of water of forty-six acres, an open grove suited to picnics, and closer woods offering wilder and more secluded rambles. Area, 350 acres.

4th. Eight public squares or places, averaging five acres each.

5th. The Park approaches, consisting of four Parkways, each 200 feet in width, and aggregating 3 miles in length, and three avenues, 100 feet wide and 4 miles in length. By these, each of the above-mentioned grounds is connected with all of the others, and with the principal radial avenues of the original plan.

6th. The Parkside, a detached suburb adjoining the Park on the north and on the east, designed by private enterprise, so as to secure to it a permanent sylvan character distinct from the formal rectangular streets of the city proper.

7th. The State Asylum Grounds—200 acres—and Forest Lawn Cemetery—230 acres—adjoining the Park, respectively, on the west and south, and constituting with the Park and "Parkside," a district nearly three square miles in area, extensively planted, and guarded against any approach to dense building.

It will be seen by a glance at the map that by way of Delaware Avenue, one of the old radial broadways, the Park is approached in almost a direct line from the centre of the old town. This avenue is lined throughout its entire length with villas and villa-gardens, and is well shaded with trees. Two other wide avenues of the original radial system—Sixth street and Broadway—need only to be properly planted to answer in like manner as commodious and fitting approaches to the Front and to the Parade. Each of the Parks, it may be noticed, is accessible by street railway, from the central

and distant portions of the city, and steam roads also pass in close proximity to each.

The area of all the land now held for public grounds, including the Park approaches, is 600 acres. The sum paid for the land especially acquired for the purpose indicated, was, in round numbers, \$375,000; and the cost of construction of Park improvements thereon, up to 1881, was \$875,000. In the management of the work no private speculative interests have interfered, and it is believed to have been conducted with a degree of economy that will compare favorably with any respectable private enterprise.

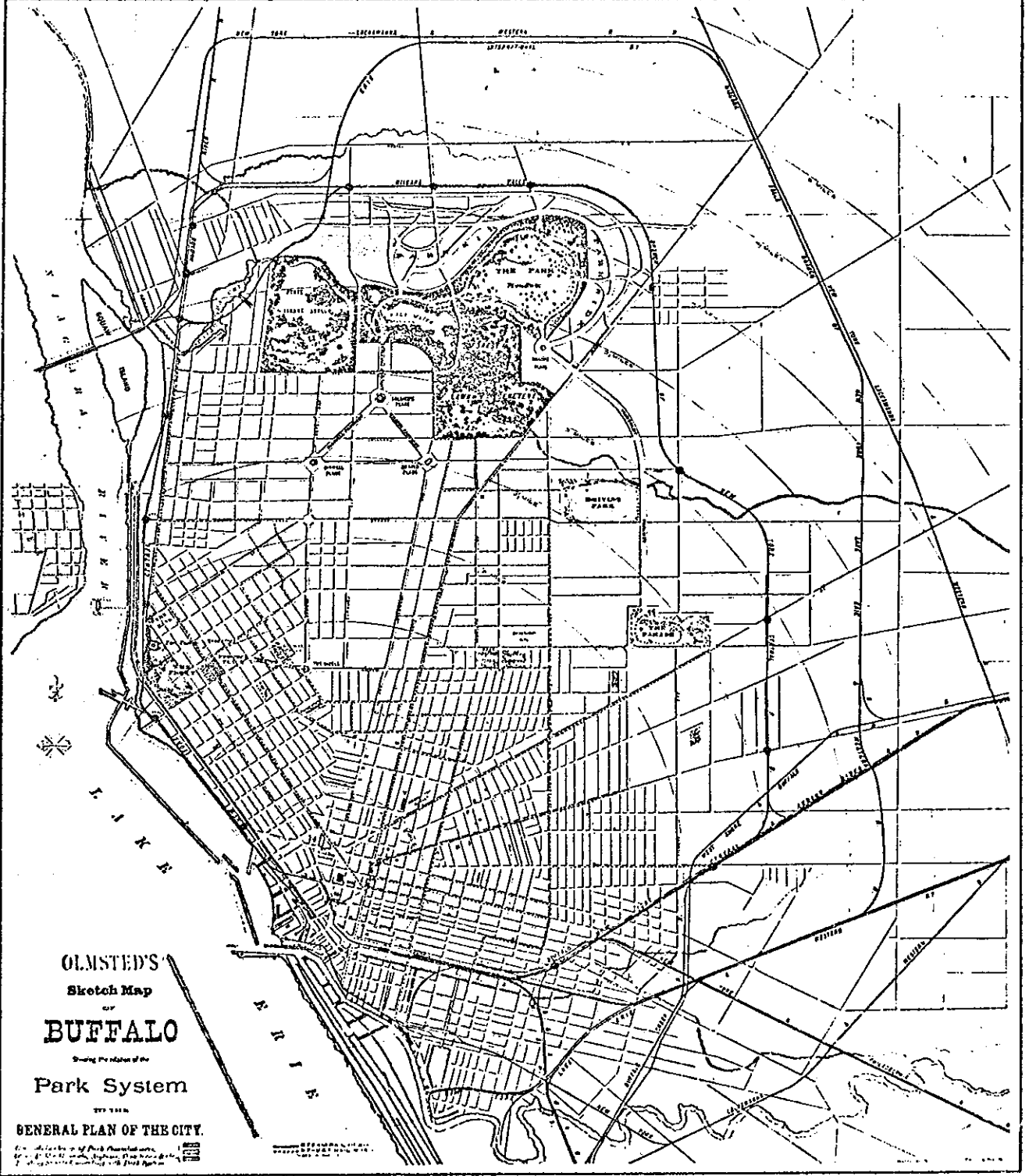
All the lands acquired have been worked over and graded to conform to the requirements of the design adopted for the improvement of the grounds. The soil has been loosened, deepened and enriched, a good turf has been established on the open stretches of greensward, and about 75,000 trees and shrubs, embracing 400 different varieties, have been set out in the plantations. The grounds are yet deficient in mass of foliage and depth of shade, but the growth of all the trees and shrubs has so far advanced as to indicate quite clearly the general purpose and ultimate character of the plantations.

All the grounds have also been provided with ample surface and sub-drainage, and the sewerage and water-supply systems of the city have been extended to every portion. Sewerage has been diverted from the stream which passes through the Park, a broad, sledgey swamp on its margin within the Park limits has been excavated, and a fine body of water in a natural basin has

thus been obtained. In addition to its value as a landscape feature, this ornamental sheet of water affords a convenient means for safe indulgence in the popular pastime of sailing or rowing in the boats with which it is provided.

The drives shown in the plan of each park have been constructed with a permanent macadam roadway, and the more important walks have a stone sub-structure and gravel surface. About five miles of carriage way, and the same length of foot path have been thus completed. In addition to the drives within the Parks, the length of roadway provided in the Parkways and Avenues and the minor Places in charge of the Park Commission is about twelve miles. In combination with the leading avenues of the radial system with which these boulevards connect, the line of carriage travel to any of the Parks from any part of the city, is unrivaled for directness of route, ease of travel and breadth of way.

Whether used for pleasure travel, or for general traffic, the fortunate location and liberal width of the trunk thoroughfares of the older portion of the city, most happily exemplify the wise forethought of Mr. Elliccott. The Parkways provide equally liberal accommodation for travel through the newer sections, and simply supplement the original plan in fit accordance with the general design.



OLMSTED'S
 Sketch Map
 of
BUFFALO
 Showing the relation of the
 Park System
 to the
GENERAL PLAN OF THE CITY.

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 Prepared by the Office of the City Engineer.

Extract from Sixth Annual Report, 1876 - Regarding Increased Valuation of Lands Adjacent to Parks

This financial statement is presented for the information of your honorable body and the citizens of Buffalo whom you represent. The lands originally taken for park purposes, cost the city in the year 1869, three hundred and five thousand dollars—an average of about six hundred dollars an acre. The cost of the improvements made during the past six years have averaged about fourteen hundred dollars an acre, making the entire cost of the Park, excluding Fillmore avenue, in round numbers, two thousand dollars an acre.

Fillmore avenue, extending from the south line of Best street, opposite the Parade, to the north line of Seneca street, a distance of over eleven thousand feet, was opened to a width of one hundred feet in 1874. Previous to this time, that portion of it between Best and Batavia streets was a public highway, sixty-six feet in width and known as the Adams road. The lands taken for this approach to the Park have an area of about eighteen acres and cost the city by appraisal in 1873, seventy-two thousand dollars, an average of about four thousand dollars an acre. This fact is stated to illustrate the rapid increase in the valuation of real estate in the vicinity of the Park improvements.

The city has not paid an extravagant price for its Park lands, and the money which has been expended upon the improvements has been paid

to our own laborers and mechanics. Leaving out of consideration the advantages arising from the employment of labor and the beneficial influences attending the development of the Park system, the Park, as a financial enterprise, has in it the elements of success, if it is not already entitled to be regarded a success. The additional taxes received on the increased valuation of the lands in the vicinity of the Parks will surely be sufficient to pay the interest upon the park bonds and the annual percentage to the sinking fund created for their ultimate payment. The following table, taken from the Assessors' valuation of the taxable real property of the city, shows the increase the past five years:

	1870.	1875.	Increase.
1st Ward,	\$4,230,505	\$4,600,635	\$370,130
2d "	3,250,965	3,415,885	164,920
3d "	1,471,905	1,573,990	102,085
4th "	2,179,645	2,229,850	50,205
5th "	1,875,275	2,556,895	681,620
6th "	944,275	1,954,395	1,110,120
7th "	1,608,805	1,925,700	316,895
8th "	2,884,060	2,952,010	67,950
9th "	3,969,715	4,187,655	217,940
10th "	3,659,385	4,149,595	490,210
11th "	2,170,985	2,752,640	581,655
12th "	1,171,135	1,456,580	285,445
13th "	872,560	1,087,905	215,345
	\$30,289,215	\$33,943,735	\$3,654,520

ORDINANCES

FOR THE USE, REGULATION, PROTECTION AND GOVERNMENT OF THE PARKS, APPROACHES THERETO AND STREETS CONNECTING THE SAME.

The Park Commissioners, appointed under and by virtue of the statute of the State of New York, entitled, "An act to authorize the selection and location of certain grounds for public parks in the City of Buffalo, and to provide for the maintenance and embellishment thereof," passed April 14, 1869, and the acts amendatory thereof, do hereby, in pursuance of the power conferred by said act, make and enact the following ordinances for the use, regulation, protection and government for the said park or parks, approaches thereto and streets connecting the same, to wit:

CHAPTER 1

SECTION 1. All persons are forbidden to carry fire-arms or fire at or shoot any bird or animal, or throw stones or missiles within the several parks, approaches thereto or streets connecting the same.

§ 2. All persons are forbidden to climb, break, cut down, remove or in any way injure or deface the trees, plants, shrubs, flowers, turf, or any of the buildings, fences, bridges, or other constructions within the parks, or approaches thereto, or streets connecting the same.

§ 3. No person shall drive or ride any horse or team upon any of the parks, approaches thereto or streets connecting the same, at a rate of speed exceeding ten (10) miles per hour.

§ 4. No animal or vehicle shall be permitted to stand upon the drives or carriage roads of the parks or parkways, or any part thereof (except the concourses) to the obstruction of the way, or to the inconvenience of travel; nor shall any person solicit or invite passengers for hire therein.

§ 5. No cart, wagon, dray, truck or other vehicle carrying stone, brick, goods, merchandise, manure, soil, or other articles, or usually used for the carriage of stone, brick, merchandise, manure, or other articles, shall be allowed to enter or drive upon the parks, parkways, approaches thereto or streets connecting the same.

§ 6. No threatening, abusive, insulting, or indecent language shall be allowed upon the parks or parkways whereby a breach of the peace may be occasioned.

§ 7. No person, except in the employ of the Board of Park Commissioners, shall bring upon the parks or parkways any tree, shrub, plant or flower, nor any newly plucked branch or portion of a tree, shrub, plant or flower.

§ 8. No person shall fire, discharge or set off in the parks or parkways, approaches thereto or streets connecting the same, any rocket, cracker, torpedo, squib, balloon, snake, chaser, or double-header, nor any fireworks, or thing under any other name composed of the same or similar materials, or of the same or similar character as the fireworks above specified.

§ 9. No person shall post or otherwise affix any bill, notice or other paper upon any structure or thing within the parks or parkways, or upon any gates or enclosures thereof.

§ 10. No military or target company, or civic or other procession, shall be permitted to parade, drive or perform upon the parks, nor perform any military or other evolutions or movements therein, except by permission of the Committee on Grounds or the President of the Board of Park Commissioners.

§ 11. No fire engine, hook and ladder truck, hose cart or other machine on wheels, commonly used for the extinguishment of fires, shall be allowed on any part of the parks, without the previous consent of the Committee on Grounds or President of the Board of Park Commissioners.

§ 12. No funeral procession or hearse, or other vehicle or person carrying the body of a deceased person, shall be allowed on any part of the park or parkways.

§ 13. No person on foot shall go upon the grass, lawn or turf of the parks or parkways, except when and where the sign "Common" is posted, indicating that persons are at liberty at that time and place to go upon the grass.

§ 14. The drives shall be used only by persons in pleasure carriages or on horseback, the rides only by persons on horseback; animals to be used on either shall be well broken and constantly held

in such control that they may be easily and quickly turned or stopped. They shall not be allowed to move at a rate of speed which shall be alarming or cause danger; and when any park-keeper or officer connected with the parks shall deem it necessary to safety, good order, or the general convenience, that the speed of an animal shall be checked, or that it should be stopped, or its course altered, and shall so direct, by gesture or otherwise, it shall be the duty of the rider or driver of such animal to follow such direction; and no horse or other beast of burden or draft shall be driven or suffered to stand anywhere except on the drives or rides, or concourse.

§ 15. No person shall play any music, nor offer or expose things for sale, nor post or display any sign, placard, flag, banner, target, transparency, advertisement, or device of business, nor solicit business or fares, nor beg, nor publicly solicit subscriptions, nor tell fortunes, nor play games of chance or with any table or instruments of gaming, nor make any oration or harangue, nor utter loud, threatening, abusive or indecent language, nor do any indecent or obscene act within the parks or parkways.

§ 16. By the term parks as mentioned herein is meant to include the grounds known as "The Park," "The Front," "The Parade," "Prospect Hill Parks," and the several "Circles" and "Places," as designated on the maps.

CHAPTER II.

IN RELATION TO ANIMALS RUNNING AT LARGE.

SECTION 1. No quadrupeds except those placed in the park by the Commissioners, and except dogs when controlled by a line of suitable strength, not more than six (6) feet in length, and horses and others used for pleasure travel, shall be driven or conducted into the parks or parkways or allowed to remain therein.

§ 2. Pounds shall be established at such points to be designated by the Committee on Grounds, for the impounding of horses, cattle, sheep, dogs, swine, geese and other animals found trespassing upon the parks, approaches thereto or streets connecting the same.

§ 3. All animals named in the next preceding section, found at large on the parks or parkways, may be taken by any person or persons and driven or carried to one of said pounds and may be kept enclosed therein during five (5) days, at the end of which time, if not previously claimed and the amounts hereinafter mentioned paid to the Treasurer of said board, they may be sold at public auction, provided that two days previous notice of the sale thereof shall be conspicuously posted at the pound.

§ 4. The owner of any animal so impounded by virtue of the ordinances passed by the Board of Park Commissioners, may redeem the same before the day of sale, by the payment to the Treasurer or other authorized officer of the board as follows:

For each animal other than goats and geese, two dollars, and the expense of keeping.

For each goat four dollars, and for each goose fifty cents, and the expense of keeping.

The expense of keeping shall be reckoned as follows:

For each horse, dog, or head of neat stock, fifty cents per day.

For each goat, swine or sheep, twenty cents per day.

For each goose, five cents per day.

§ 5. If within one month after the sale of any impounded animal the former owner thereof shall appear and claim the same, the Treasurer shall, after deducting the full amount of the charges above provided for, pay over to him the balance of the proceeds of such sale.

CHAPTER III.

OF THE LAKE.

SECTION 1. No person except those employed by the board shall be allowed to place upon the waters of the park any boat or other water craft without the authority of the Board of Commissioners or Committee on Grounds.

§ 2. Any person or persons who shall obtain authority to place pleasure row-boats or other water craft upon the lake, shall be subject to such rules and regulations as the Board of Commissioners may from time to time prescribe.

§ 3. Persons occupying boats on the lake will not be allowed to touch or land on the banks except at such places designed as landing places, and all persons are prohibited from walking or trespassing on the slopes between the water-line and foot-paths.

§ 4. No person shall bathe or fish in, or go or send any animal into any of the waters of the parks, or disturb any of the fish, water-fowl, or other birds in the parks, nor throw or place any article or thing in said waters.

§ 5. No person except those in the employ of the Commissioners will be permitted to land on the islands in the lake.

§ 6. Any person offending against the foregoing ordinances shall be deemed guilty of a misdemeanor, and shall be punished, on conviction of any court of competent jurisdiction in the city of Buffalo, by a fine not exceeding one hundred dollars, or by imprisonment not exceeding thirty days, or both, at the discretion of the court.

*COMMUNICATIONS FROM FRED.
LAW OLMSTED, ESQ.*

To the BUFFALO PARK COMMISSION:

Gentlemen: In the preliminary report with reference to a system of Park improvements for the city of Buffalo, it was estimated that a total area of five hundred acres of land would be required.

The act of Legislature which followed adopted this estimate, but provided that a certain portion of the whole area should be situated east of the line of Jefferson street. To conform to this requirement it was found necessary that the westerly part of the Main Park should be narrower than had been originally designed. Your Commission was advised at the time that this reduction was a very unfortunate one, chiefly because, after pinching the ground on the north side of the water as much as possible without abandoning the design, it was still necessary, in order to conform to the law, to throw out some ten acres of land on the south side of the water previously intended to be included in the Park

and which for many years to come would be more valuable than any other.

I have several times since suggested to the Commission that application should be made to the Legislature for an Act providing a remedy for this misfortune, and in the light of the experience of the year now closing, I beg to renew that advice with earnestness. The ground in question is a part of a grove of well-grown beeches and maples, upon a nearly level surface, and there is no other ground in or near any of your parks or places which for twenty years to come will be equally well adapted for large picnic parties. That portion of the Grove lying within the Park, although as yet very imperfectly prepared for the purpose, has been much used and has proved quite insufficient in extent. With the numbers sure to resort to it, it will be much crowded, and it will be impossible to keep it in tolerable condition. The value of the land for the Park, lies largely in its trees, which are liable to be cut down. It contains as yet no improvements. I recommend that measures be immediately taken to secure it in its present condition.

Respectfully,

FRED. LAW OLMSTED,
Consulting Landscape Architect.

To the Honorable the PARK COMMISSION of the
City of Buffalo:

Gentlemen: I herewith present you a plan for the improvement of Niagara Square. In designing it, I have had in view the fact, that Niagara Square is the central feature of the plan of your city, and that broad streets approach and cross it from eight directions. It is first of all a place of thoroughfare, and, in my judgment, nothing should be done which will seriously injure its character in this respect. For this reason I cannot approve the suggestion which has been urged upon me, and which I understand has been favorably entertained by many, of appropriating the greater part of its limited area to a public garden.

Maintaining the present thoroughfares at their full breadth and on the same general plan as at present, eight triangles remain, the parts of which nearest the center of the Square are too narrow to be of any value. If they are reduced materially in depth the central space would be very large and need some effective decoration, neither breaking the view nor obliging travel to deviate abruptly or to an inconvenient distance from any of its present courses. For this purpose nothing would be better than a circular fountain basin at the center of the Square, pro-

vided convenience will allow it to be made large enough to appear suitable to a situation of so much importance, and in which it must be seen without support from adjoining objects.

This idea has been adopted in the plan: The fountain basin being made one hundred feet in diameter and designed to require as moderate a cost for construction as possible; its circumference being a low coping and rail; its center a body of spray without expensive masonry and a large part of the effect to be obtained by a belt near the circumference, of water plants; the design being similar to that of the new fountain in Union Square New York, but larger in scale. A wheel-way is then allowed around the fountain nowhere less than sixty feet in breadth.

The general plan of the remaining outer parts of the Square will be readily understood on examination of the drawing. The present trees of the Square so far as valuable are proposed to be utilized and others added so as to form effective groups which are to stand in turf plats. Seats are to be placed about and under the trees, the backs of which connected by railings will protect the turf and trees from injury.

My opinion has been asked as to several points under discussion in regard to a memorial of the late war.

There is a certain advantage to be gained by placing a memorial object in the midst of the city, rather than in its suburbs, which will fully justify the Commission in changing its original plan of assigning the Soldiers' Place to the proposed monument, if it is desired by those who have the matter in charge. A suggestion as to the form of the Memorial has been presented in a drawing of an arch.

I think the design a very original and very noble one, and that it might be adopted with unusual confidence of an imposing and satisfactory result.

I should recommend that it be placed as indicated in the drawing on one side of the Square and so as to span one of the wheel-ways leading out of it. In this position it would be seen in its best aspect by all crossing the Square, and equally well from nearly all parts of it. Placed in the center, its principal front would be seen satisfactorily from only about a third part of the Square. There are several reasons why the position indicated on the north side of the Square, spanning Delaware street, is to be preferred to any other. The best light will then fall upon it; its inscriptions will therefore be more legible and its sculpture will have the best effect. The two spaces on which the largest number of visitors can stand on the Square, without disturbance by carriages, will be opposite to it, and at

the best distance for viewing it comprehensively. The carriage-way is narrower than any other, and the arch could here be built at less cost. Its piers would stand, as shown, on ground at present intermediate between the wheel-way and the walks.

It is to be presumed that the private rights now held in the borders of Delaware street will at some time be extinguished, the trees and walks in them be arranged on an uniform system, and that it will in all respects be treated and used as a public promenade and approach road from the center of the city to the Main Park, as was intended and expected when the park system was designed. To such an approach and promenade the arch, placed as proposed, would form a fitting and noble entrance.

I recommend that, in case the Memorial Association should be willing to adopt a design of the character of that under consideration and to undertake its construction, the Commission offer to assign the site indicated on the plan (*aa*) and to lay suitable and sufficient foundations for it.

Respectfully,

FRED. LAW OLINSTEAD.

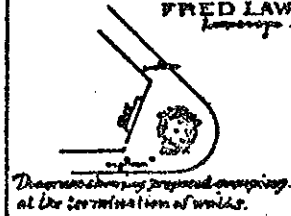
BUFFALO, December 15, 1874.

BUFFALO PARK COMMISSION.



**Study of Plan
for Improvement of
NIAGARA SQUARE.**

New York, October 1874
FRED LAW OLIVESTED
Landscape Architect.



STREET

STREET

NIAGARA

COURT

STREET

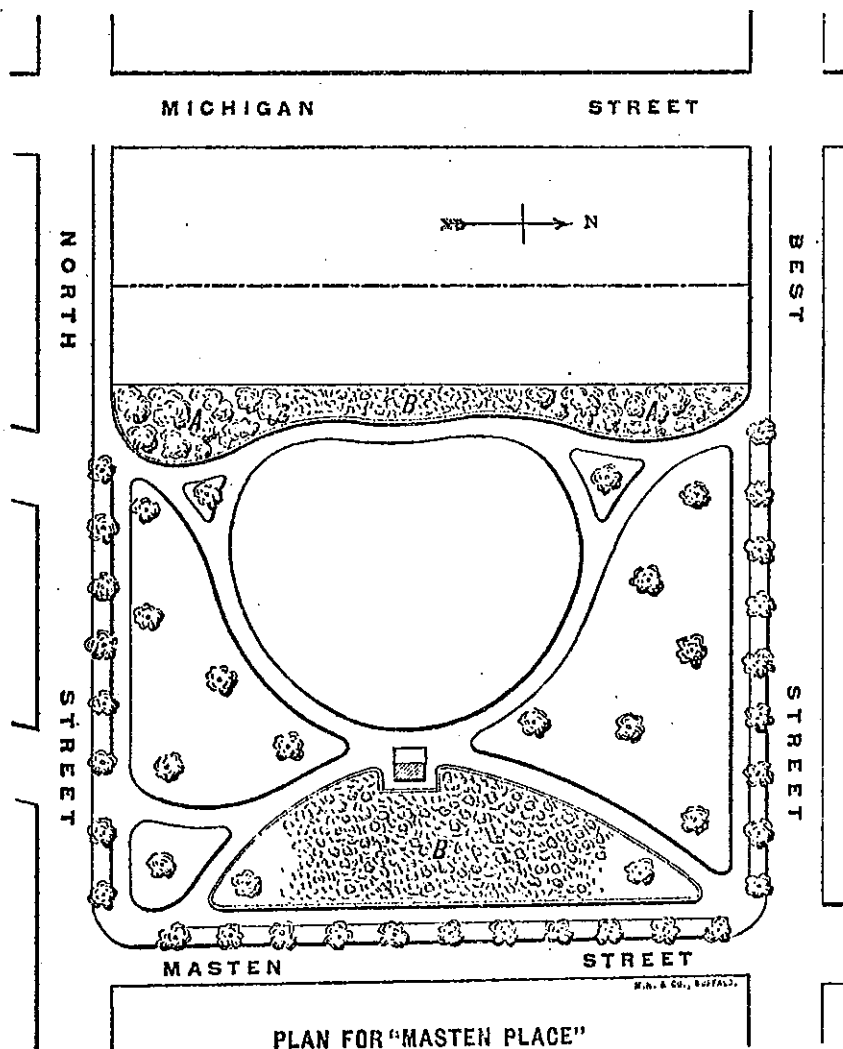
GENESEE

DELAWARE

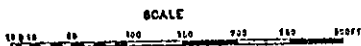
STREET

Scale
1" = 100'

Plan for "Masten Place" Published in the 18th Annual Report, 1888



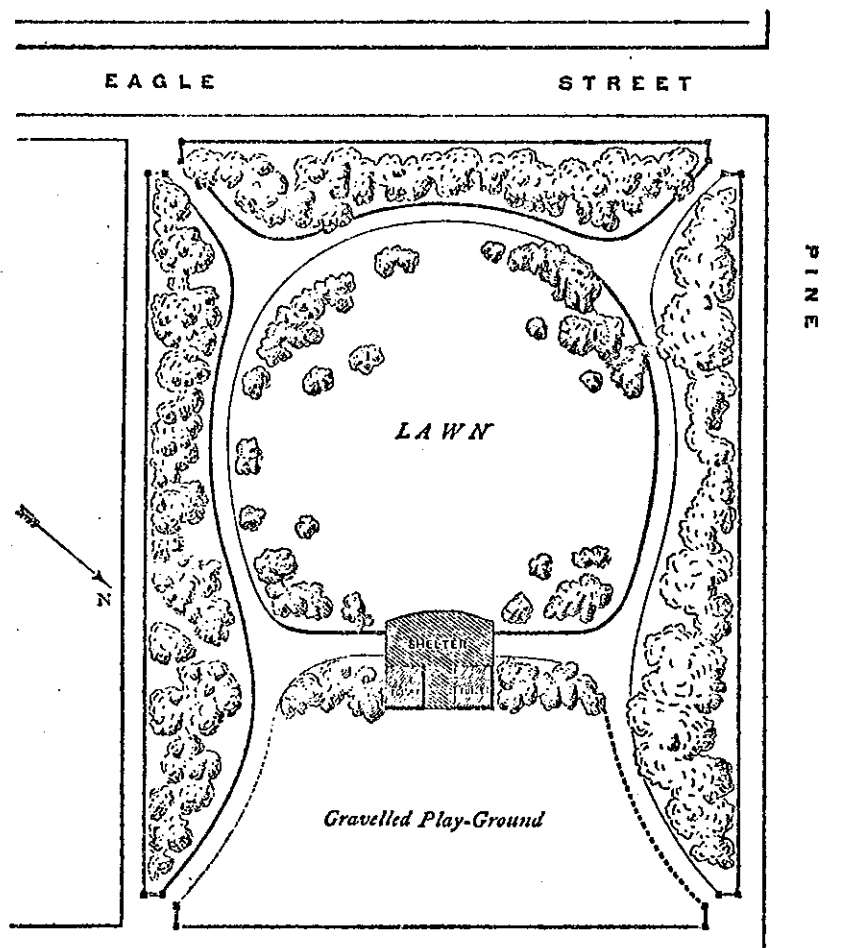
PLAN FOR "MASTEN PLACE"
BUFFALO, N. Y.



NOTE
 "A" First and Second class trees (Standards)
 "B" Third class trees and shrubs (Close)

P. L. & J. C. DUNSTON, LANDSCAPE ARCHITECTS
 BROOKLINE, MASS., FEB. 26TH 1887.

Plan for "Bennett Place" Published in the 18th Annual Report, 1888



CLINTON MARKET
 WEST BENNETT ST.

W. R. & CO., BUFFALO.

BUFFALO PARK COMMISSION
General Plan for the Bennett Ground.

SCALE OF FEET.
 0 10 20 30 40 50 100 200

F. L. & J. O. OLMSTED, LANDSCAPE ARCHITECTS,
 APRIL, 20TH 1887

PINE STREET

CITY OF BUFFALO. PARK COMMISSION.

THE PROJECTED
PARK AND PARKWAYS

ON THE
SOUTH SIDE OF BUFFALO.



TWO REPORTS BY THE LANDSCAPE ARCHITECTS.

1888.



PLAN FOR A PUBLIC PARK
ON THE
FLATS SOUTH OF BUFFALO.

TO THE PARK COMMISSIONERS:

Sirs,—We have the honor to submit drawings showing a plan for a park adapted to a site on the shore of Lake Erie, south of the city, as contemplated in a resolution of the Common Council of February, 1887, and in subsequent action of your Commission, recorded in its last Annual Report. For distinction's sake, we shall refer to the proposed park as the South Park, and to your present park as the North Park.

It is believed that many citizens of Buffalo are of the opinion that discussion of the subject of this report might better be deferred until it has been more maturely considered whether the city just now wants to engage in another park enterprise, and whether if it does so, the required park had better be in a place naturally so unattractive within itself as that which you have had in view. Mature consideration can be given to neither of these questions, without a much more definite statement of the project than has hitherto been possible, and a better knowledge than has hitherto been had by

PRINTED BY ORDER OF THE COMMISSION.

1888.

the public, of what could be made of the conditions of the locality. What is thus wanting to open a profitable discussion, it is hoped that this report may supply.

Nevertheless a conviction that the project is, at least, premature, must stand much in the way of the patient and candid study necessary to a just estimation of a plan of a character so unusual and so little to be judged by ordinary standards, as that to which your attention will be asked. For this reason we wish, as a preface, to recall certain facts of the recent history of your city.

When, twenty years ago, the bill providing for the North Park was before the State Legislature, an amendment was introduced with an intention of keeping down its cost. Its immediate effect was to compel a few acres of ground to be thrown out, which had before been included in the scheme. Had this not been done, the plan afterwards adopted for laying out the park might have been bettered at nearly all points, but particularly so at one. As soon as the park began to be a place of much popular resort, the need of greater spaciousness at the point referred to became so evident, that at length the City Council united with the Park Commission in asking the Legislature to authorize a portion of the land thrown out under its first action to be annexed to the park. This has since been done, but the cost of taking the annexed land has been about ten times as much as it would have been, but for the delay; the cost of its improvement will be much greater, and the value of the result will be less.

A similar experience, as you are aware, has been had at the Front, proceedings yet being in progress for obtaining additions to the area of your property there, which could have been acquired, at the time of the city's original purchase, at a tenth of what it will cost now.

With these incidents as a guide, it is to be considered what would have occurred if the park movement of twenty years ago had been much delayed.

It is likely that if the site of the North Park had not been secured about the time it was, it never would have been. The cemetery might have been extended over a part of it or a new cemetery laid out upon it. The State Insane Hospital, afterwards built on its border, might have been placed upon it, or might have been placed where the buildings and grounds of the institution would have blocked approaches to it from the city. Various structures since erected in the vicinity would have been built upon it; the Belt Railroad, shortly afterwards laid out a few hundred feet away, might have been carried through it.

But it is unlikely the city would have gone without a park to this time. It is almost certain that it would have acquired somewhere else, a much inferior site for it at greater cost for the real estate, and have made a much inferior park upon the site, at much greater cost for the making.

What now is to be anticipated of Buffalo in the next twenty years? Twenty years hence Buffalo will be not only a city of much larger trade, much larger wealth and much larger population, but it will be a city of much more metropolitan character, than, notwithstanding its recent rapid advance in this respect, it has yet come to be. The currents of civilization, which in all metropolitan centres have, in modern times, been increasingly manifest, will have been growing correspondingly stronger. The drift of these currents in relation to parks is indicated by the fact that eleven cities of Europe and America have, during the last thirty years, added twenty thousand acres of land to their park properties, and that towns which a few years ago were

thought to be particularly well provided, have been recently adding largely to what they had; as London, 6000 acres, New York, 3000, Boston, 700.

The drift being as thus indicated, the question upon which this report bears, is not whether the people of Buffalo require just now more and other park provisions than they have, but whether the people of Buffalo twenty years hence will have required no more and no other? It is wholly probable that in less time than that a considerable additional park will have been required and will have been provided for. If so, it is not to be questioned that going about the business now in a deliberate way, pursuing the same steady, methodical, frugal but efficient methods that have distinguished the proceedings of your Commission from its origin, such additional park provision as will be required may be obtained of a much more valuable character and at much less outlay than it will be, if all effective action toward the result is now staved off indefinitely. This consideration, rather than a conviction of any immediate urgent necessity for an additional park, accounts for such favor as the project has hitherto received from conservative citizens.

There is another consideration, however, that should be allowed a bearing in the same direction, the weight of which is likely to have been duly appreciated only by those who have closely followed the history of older parks in other cities. It may be presented in this way:—

Your present North Park is rarely well adapted to certain quiet forms of recreation, favoring a contemplative or musing turn of mind and restful refreshment. It is not in the least larger than it should be for a park designed to that end, and in a single park of its size, provision for no other end is more

desirable for a city. But it is not always that merely soothing, out-of-door refreshment is wanted. Occasionally by all, but oftener by those who pass most of their time in monotonous occupations and amid sombre surroundings, tranquilizing natural scenes are less demanded than those by which gayety, liveliness, and a slight spirit of adventure are stimulated. This being the case, it is inevitable that an inclination will arise, and year by year increase, to have better provision made for the purpose on the North Park. It will follow that unless comprehensive provision for it is soon undertaken elsewhere, you will be constrained to meet the requirement by a succession of small, feeble, imperfect and desultory interpolations upon the design of the North Park. An unconsciously indulged tendency in that direction has, we think, already been manifest in the minds of some of your number. If it should continue and spread, the North Park will come in time to lose the character in which otherwise it will, year after year, be gaining, and by which it would take a more and more distinguished position among the parks of the world, while, because not having been broadly designed for anything else, it can be made respectable in no other character. Thus the question now to be decided may be this:

Twenty years hence shall Buffalo have one park, of a poor, confused character, or two, each of a good, distinct character?

Assuming that it is wise that the City should soon enter upon proceedings looking to the acquisition, in good time, of another park, and of a park which shall have a character essentially different from that of the park which it set about obtaining twenty years ago, argument will hardly be needed to make the following conclusions acceptable:—

1st. Buffalo owes its importance as a city to its position on Lake Erie. It has in Lake Erie really great natural scenery. It has no other, and can have no other to be compared with it in value. It has no work of art and can have no work of art that will compare with it in value. Having made no use of its good fortune in this particular for the aggrandizement of its first large park, it ought not, except for absolutely conclusive reasons, to fail of making use of it in its second. The new park should be in a position to annex to itself the grandeur of Lake Erie.

2d. The situation of the first park having secured much greater advantages of access and use to those who would visit it in carriages upon common roads, than those who could come to it only by other means of transit, it will be better, in fixing the place and determining the plan of the second park, that special regard should be given to the point of providing inexpensive, convenient and agreeable means of access to it and conveyance within it, independently of ordinary road vehicles.

The site which we were specially invited by your Board to consider, has the following obvious advantages :—

1st. It looks upon the Lake.

2d. There is navigable water and there are four lines of railway already in operation, and others contemplated, between the place and the heart of the City.

3d. To acquire the site, nothing of importance would have to be paid for buildings or other improvements. The land as

a whole has little productive value, and probably none as near the heart of the City has had as little commercial or speculative value.*

There are, however, serious objections to the locality,—serious difficulties to be overcome before a park can be made of it. They may be indicated as follows :—

Of the area proposed to be taken, the surface of nine-tenths is almost perfectly flat. Upon this larger part there are no trees growing, no rocks, no natural features of value for a park. Its surface is but a little above the ordinary surface of the water in Lake Erie. It is below the level to which the Lake occasionally rises. It is consequently imperfectly drained and not only half swampy at all times, but liable at intervals to be completely submerged. The difficulties growing out of these circumstances are aggravated by the fact, that below the gravel beach and the low shifting sand dunes that form the apparent lake shore, there is a stratum two feet thick or more of rotten vegetation in the form of black muck, which is easily washed out, undermining the beach. On this account the shore is rapidly wasting and the lake encroaching upon the land. Finally, there is no natural protection or facility of any kind for landing from boats on the Lake.

The weight of these objections to the site being realized, it will be seen that the first question in a discussion of a plan must be this :—By what devices, if any, can the objections to

* It has another grand advantage which will be better stated in our report on the parkway question.

the site be so far overruled that a result of any attempted improvement of it can be looked for, that shall not have cost more than it will be worth?

This was found to be so difficult a question, that we were for a period in doubt whether we ought not to advise you to give up the idea of a Lake shore site, and we accordingly took upon ourselves the duty of examining all the southerly borders of the City in search of a site that we might recommend you to consider in place of it.

Our conclusion, however, at last came to be, that unless an excessive price would have to be paid for the site on the Lake shore, it would be wise to adopt it, and undertake to overcome its disadvantages by means, the general nature of which will presently be indicated. We believe that a park can be made upon this site which, for all time, will be of greater value to the city than any park possible to be made in any other situation as near to the city's centre.

We must now ask your attention to the drawing with the title of "Design-Map," which represents what a map of the park would be, should the plan be carried out. On the left is Lake Eric; at the bottom the "Ridge Road" as proposed to be widened and improved; near the right hand border appear a series of parallel railroad lines.

For the present, only that part between the railroads and the lake is to be considered. The extent of this part is about 240 acres, and about nine-tenths of it lies below the surface of the lake at high stages. There is, however, a narrow strip of ground on the south side, and a larger space on the west side, where the surface is several feet higher, and these elevations, with the embankment already constructed for the railroads on the east, leave the tract subject to flooding from

without only on the north and a short distance on the west side. A levee four and a half feet high along this unprotected line will, therefore, shut the lake water out of the entire area. Suitable material for its construction is found in a stratum of clay two feet below the surface, on and adjoining the line of required protection. Looking at the map it is to be supposed that the planted sidewalk of the street adjoining the northern border of the park, is made upon such a levee.

With reference to the difficulty of landing from boats on the lake, adequate provision for very large boats is not important; frequent trips of numerous boats of a smaller class being more desirable than trips of large boats at longer intervals. This for the reason not only that less time will be wasted by visitors at the starting point, but that a large throng thrown all at once from a boat into a pleasure ground, is a dangerous and inconvenient occurrence. For boats of the length of those now mostly used for public pleasure excursions from Buffalo, an artificial haven is proposed to be formed; entrance to it being between two parallel piers extending to a point on the lake, where at low stages, there can be had without dredging, a depth of water of seven feet. Such a structure, to be thoroughly secure, will be costly but well worth its cost.

With regard to inroads of the lake, a firm sand bank may be expected to form on the south side of the piers, which, so far as it extends, will protect the wasting shore. How far such bank will extend cannot be accurately determined in advance. If it is inadequate for the protection of the entire shore of the park, it may be supplemented by a riprap wall, the boulders for the construction of which can be gathered near by. If this is insufficient the method can be adopted

which has been successfully used for the protection of the property of the Lehigh Valley Railway Company nearer the city.

We shall now describe other parts of the plan.

As before stated, there is a body of land in the southwest part of the tract, the surface of which is several feet above high-water level of the lake. The old Hamburg turnpike passes through it; there are several dwellings upon it, the soil is good and much of it is cultivated as a market garden. It is proposed to make as much of this ground as practicable, into a single park-like body of turf, with scattered trees upon its margin. It is designated The Green, will be about twenty acres in area, and is expected to be commonly used as a general playground. Upon occasions it will be a good place for parades, exhibitions, balloon ascensions, and public ceremonies. Near it, where the upland is narrower, there is to be an Athletic ground, with a running and bicycling track and an out-of-door Gymnasium, three acres in extent.

Between the Athletic Ground and the Green there is a pleasant dwelling house, the old Crocker Mansion, which it is proposed to retain and improve. In this would be rooms for the deposit of dressing and playing gear and other conveniences, for those using the Athletic Ground and the Green. Near the house the map shows, also, a range of public horse-sheds.

A road for general traffic across the park, is shown on the eastern limit of the Green. It will take the place of the Hamburg turnpike, the line of which it nearly follows.

A proper pleasure road, with broad bordering walks mainly in the shade of trees, will be seen making a circuit of the Green, with liberal curves and liberal turning places. On

one side of the circuit this road will command a broad view up Lake Erie, on the other a broad view over the park water. Where these views will be seen to the best advantage, there are expansions of the drives, and places arranged for people both in carriages and on foot to congregate. On the west side of the Green a minor circuit road is introduced, and the junctions are made so large that there can be a circulation of carriages about the point where the lake and the breeze from over the lake can be best enjoyed. On the east side, where the best lines of view over the park water are to be had, there is a standing place for carriages, and near it a large aquatic garden, for growing choice water-plants.

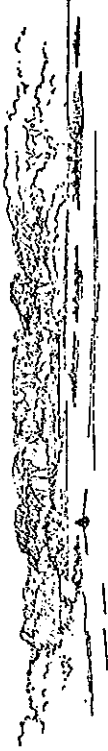
Where the lake beach is likely to be finest, owing to the packing of sand to the windward of the Pier, a bathing establishment is provided for. From its dressing rooms, bathers would pass on one side to the surf beach of the lake; as at the Newport and Long Branch bathing places, or that of Rochester on Lake Ontario, and Detroit on Belle Isle; on the other side they would pass to the beach of a still-water bathing pool. In the latter, the water being shallow and brought from the shallow waters of the park, although constantly flowing, would be heated above the temperature of the lake, by the sun, and it is intended for the use of delicate persons and children, and as a swimming school. But about this feature of the plan, until the effect of building the pier is determined, there must be some doubt. At present the material of the peaty stratum before referred to, washing out from the shore makes the beach unattractive for bathing. It is confidently hoped that the defect may be remedied. If it cannot, surf-bathing as a feature of the park must be abandoned, but a still-water bathing place can, by a slight modification of the plan, be provided in the interior park waters.

All the arrangements of the plan thus far considered are situated at the west end of the site and either upon the naturally high ground, or upon ground in connection with the beach which is to be protected and kept above the lake level by the pier.

There remains to be laid out about 180 acres of the low, flat, more or less swampy land to be protected by embankment from being occasionally submerged by the lake. What we propose for this is that it shall, in the first place, be thrown into ridges and furrows, mounds and hollows, the material taken from the depressions forming the elevations, being heaped for the purpose upon intervals of flat land left between them. The ridges being often discontinued, so that the furrows will wind round the ends of them, and water being then let in to a suitable height, the result will be a body of water nearly a mile in length and a third in breadth, within which the elevations will form islands, savannas, capes and peninsulas.

The required water is expected to be drawn from Cazenovia Creek by gravity, either through the canal which has been projected for the relief of the Thirteenth ward from floods, or if that and all similar schemes should be abandoned, by two miles of tile pipe laid for the purpose. The water thus brought would flow first through the park, then into the still-water bathing pool, and thence between the piers into the Lake. The islands of the park water are to be of varied form and extent, and it has been a principal part of our study to so contrive them, that when overgrown by suitably designed verdure and foliage, they will, with the waters upon their borders, form pleasing landscape compositions of a natural character.

The half-decayed vegetable matter which forms the surface of the ground, having been thrown up, exposed to frost and aerated, will make the principal part of a deep, rich mould on the surface of the islands. This mould kept moist by the adjoining water, and the water shallow and heated by the sun, the conditions will be favorable to types of vegetation, such as it is rare to see profusely displayed in nature except at much inconvenience to the observer and in close association with disagreeable elements, and which it is still rarer to see exhibited in a large and intricate way in works of gardening.



By varying the conditions, so that the water will at points be comparatively shallow and at others deep, and the land at points low and at others high, the shores here abrupt, there gently inclined; giving them, sometimes the form of beaches, at others of banks, and the banks being at some places shaded by trees, at some overgrown by bushes, at some dressed with turf, at some hidden by rushes, flags, irises and other waterside plants, an extended series of interesting passages of scenery will result. At intervals there will open long vistas over water under broad leafy canopies; there will be coves completely overarched with foliage, forming verdant grottoes; some of the islands will be large enough to have within them spacious forest glades; some will be low and densely wooded, their shores so shallow that boats can not land upon them, and their skirts so hedged with thickets as to be impenetrable. These will be nurseries for song birds, where their nestlings will have protection from natural enemies. The waters will everywhere abound with water-fowl, for the breeding of

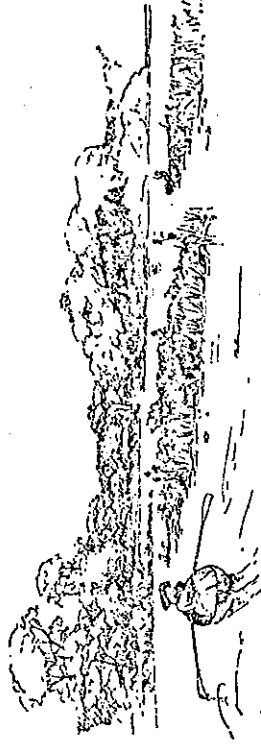
which other islands, unapproachable by visitors, will be set apart. They will be navigated largely by a special class of boats gaily painted and gilded, decorated by day with bright awnings and bunting, and at night with colored lights. Small electric lights will also at night mark out the shores, the electricity to be supplied from storage batteries charged by dynamos to be run by windmills, for the use of which the locality has special advantages.



The largest of the islands shown on the drawing is to be reached in a two minutes' walk from the entrance of the park, over a short foot bridge. It will be twenty acres in area, or more than twice as large as that portion of the North Park hitherto used for picnics, and is intended to be used in a similar manner. Its surface is to be mainly four or five feet above the level of the water; it is to be planted with large-growing umbrageous trees, chiefly near the shores, and its central parts are to be open spaces of turf. There is to be a refectory upon it with the usual conveniences for picnic parties. There are to be swings and other resources of recreation; sand parks and means of amusement for infants and little children. There is to be a landing for boats bringing passengers entering the park from the lake side.

The three islands near the centre of the map, being the largest of all except that last described, are to be of the same

general character. Each is to have a landing, and to be entered upon only at the landing, bars below the surface preventing boats from coming elsewhere to the shores. The landings are also to be barred at will. These three islands vary from one and a half to two and a half acres in area, and are to be assigned as there may be occasion, on application in advance, each for the exclusive use for a day, or a part of a day, of picnic parties that may prefer to be secured from intruders. Thus family and club entertainments may be given upon them, or a charitable society may take one as a place for a day's outing of a body of children or the convalescents



of a hospital. They may be used, as parts of the parks of Paris are much used, for wedding parties, or for the anniversary festivals of all manner of associations. The outlooks from these picnic islands will be particularly attractive, and quite unlike anything to be had from the places which have usually to be accepted for such occasions.

But it is impossible to convey much idea of what it would be sensible to expect in respect to the local scenery to be enjoyed from them, or in any part of the park waters or their shores. No example of a realized design of such a character can be pointed to. Growing largely out of the peculiar conditions of the locality and the distinctive requirements upon the designers, the result would be a park of unique character. To judge the plan in this respect, free play must therefore be

given the imagination. The bird's-eye view and the sketches we set before you, are designed to give a general direction to the imagination, but even in this respect they must be regarded as but crudely and distantly suggestive.



Looking upon the ground as it now appears, there may be a doubt whether what we have said does not represent a day-dream of impracticably romantic character? As to this we may reasonably take it upon ourselves to say, that if twenty years ago, one standing at a certain great piggery, slaughter and pork packing house, and looking over a nauseous and dismal swamp on the northern outskirts of your city, had read a description of what was actually to be seen from the same place ten years afterwards, such a doubt would have been much more reasonable. In truth, the processes to be used for realizing the design which we are now trying to suggest, so far as the production of effects of natural scenery is concerned, will be simpler and surer, and, in this sense, of a more practical character, than those used to bring about the existing water-side scenery of the North Park.

Your attention is now asked to that part of the tract represented by the map, which lies east of the railroad embankment and six to eight hundred feet from the park water.

It is suggested that on this ground a Rifle Range should be established, not necessarily as an integral part of the park, but as a public institution which may be, to the extent indicated, advantageously associated with the Park. At present the Rifle Range for the militia of Western New York is a leased ground ten miles from Buffalo. The lease of it is soon to expire, and officers have been looking for a ground elsewhere, less open to certain objections than the present ground has been found to be.

The proposition to use this ground adjoining the park has been submitted to some of these officers and received their warm approval. In their opinion there would be no danger of bullets straying from it; the conditions would be more favorable for accurate shooting than they are at the present ground, and the multiplied means of transportation between the locality and the city, with the saving of time, expense and inconvenience that they would secure, would make the arrangement a desirable one.

As the adoption of this division of the plan must be contingent upon action of the State authorities, and as details of the military part of it must be approved by a military board, we shall not here dwell upon them. The breadth of the range, as shown on the plan, is greater than that of the present range, partly with a view to the larger numbers of the military forces that may be expected to resort to it in the future; partly that there may be accommodations upon it for sharp-shooting by civilians. There is a pleasant grove upon the ground under which there may be tables for refreshments; there is room for a small camp-ground, and positions for a mess-house, officers', armorer's and sutler's quarters are indicated.

Our suggestion is that the Range should be owned by the city, and such use of it as may be required leased to the State. If this is approved, it would be used as a range only in summer, and we propose that in winter the larger part of the ground shall be flooded, forming a skating pond, and that upon the southern hill-side toboggan and coasting courses shall be formed leading to lanes upon the ice, guarded from the incursion of skaters. Skating and sledding on the waters of the park proper are to be avoided, because of the destruction involved to the shrubbery and plants along the shores.

One advantage of placing the Rifle Range in the vicinity of the park, is that those visiting it, added to those visiting the park, would give reason for better railroad service than there might otherwise be between the locality and the city. There are four railroads passing from the city to a point between the northeast corner of the park and the northwest corner of the Range, and from this point passengers may be conveyed to the central station of the railroads in the city in ten minutes.

A bridge for general street business over the railroads will eventually be necessary at this point, and in connection with it a passenger station common to all the railroads is assumed. From this station to a boat on the park on the one side, and to the Range on the other, will be but a minute's walk.

We shall make a separate report to you on the question of approaches to the Park. For the purpose of this report it is only necessary to say, that besides the approaches by rail and carriage to the northeast corner just referred to, the plan

takes into account probable approaches in the future by inside and outside boats, carriage-road and street railroad at the northwest corner. It is presumed that many people will come to one of these entrances, pass through the park by boat and return to the city from the other; also that many will come by one of them, make the tour of the park by boat and return from the same entrance at which they arrived. In either case, their chief enjoyment of the park would be while afloat, and the designed boating arrangements of the park are of critical importance.

Before describing them, it may be observed that wherever any considerable advantages for boating are offered in a park, the use of them has proved to be exceedingly popular. The principal park of Stockholm is accessible only by boats, and besides those used by the public in general, many citizens have private boats which are used by their families, as private carriages in parks elsewhere. The park at Detroit is accessible only by boats, and it is noticed that many visitors never land from them. In the Philadelphia park several small steamboats are in use, besides a large fleet of row boats. In Boston harbor there are six hundred pleasure boats in use, not including row boats or a large fleet of small fishing craft often used for pleasure. The city is now building an iron pier at a cost of two hundred thousand dollars as a single feature of a haven, to be exclusively used as a mooring place for pleasure boats.

It has been a surprise to us that Lake Erie is no more used than it is by Buffalonians for this manly and wholesome form of recreation; we believe that the reason must be the lack of places pleasant to visit by boat within convenient distance of the creek. The use of the row boats on the North Park, shows that under favorable circumstances

there is as much fondness for boating in Buffalo as in any city.

In the South Park plan, land, water and plantations have been disposed not only with regard to landscape beauty to be best enjoyed from boats, but with a view to prevent any swell from occurring, so that boats can never run out of still water. The islands are so disposed that, without much appearance of it to those in boats, they will practically be kept to water-roads, a hundred and fifty feet wide, and in navigating them the ordinary rule of land roads, "keep to the right," will apply. For an additional precaution against collisions, care is taken in the plan that where bends of the channel occur between one reach of water and another, the point of land to be turned will bear no foliage that will prevent the boatmen from seeing over it. The water is expected to be nowhere beyond a man's depth. The course of the channels is, such, that while a direct line from the northeast to the southwest landing would measure but 1000 yards, the route to be taken by a boat would be 4000 yards. The length of the round trip would be nearly four miles. Rapid movement of the boats would not be desirable; the time occupied in a round trip of a steam launch, including stoppages at five landings, might be three-quarters of an hour.

Row boats, canoes and small steam yachts for private parties are expected to be used. For the conveyance of the public in general, however, regular lines of packet boats are had in view. For the propulsion of these, the circumstances are particularly favorable to the use either of electric or of compressed air engines, but steam or naphtha engines will be available.

The packet boats would be broader, roomier and stiffer than ordinary steam launches. Making but short trips they

would carry little fuel. Never running out of still water they would need no decks. Boats of twenty-five feet length accordingly, would be spacious for the conveyance each of sixteen passengers under an awning. Each boat would be well managed by one man, who would have police authority, and the boat police thus provided, constantly reviewing as it would, all the waters, would see that suitable regulations were observed in other boats as well as in the packets.

The cost of a water carriage of the class proposed, with efficient machinery, will be less than that of any style of land carriage fitted to convey the same number of passengers with anything like equal comfort and luxury; it would be half the cost of a good hackney coach that would carry a fourth part of the number. Its ordinary running expenses would be but a trifle more than the pay of the boatmen. Plying in the manner of omnibuses or street cars, with five-cent fares, a numerous fleet of such water carriages would be profitably employed.

The most weighty objection to the scheme as it has been thus presented will doubtless be its costliness, and its costliness will be felt chiefly through comparison with that of the North Park. Therefore it should not be forgotten that the North Park has been obtained at exceptionally low cost. We know of no other park with which comparison could be at all fairly made that has not cost twice as much.

There have been two reasons for this:

First, a smaller number of requirements were sought to be provided for in the North Park than there usually have been in others, and it was practicable to adjust to the natural topography a simple plan for securing what was attempted.

so that the item of grading has been comparatively insignificant. In the New York, Brooklyn, Philadelphia, Boston, Montreal, Albany and Bridgeport parks, for example, the grading of walks and roads with their immediate borders, has probably cost, on an average, more than twenty times as much as it has in your North Park.

Second, the greater part of the work on the North Park has been done under circumstances unusually favorable to economy, steadily; with freedom from political embarrassments; mainly by unskilled labor, at comparatively low wages, and under the unbroken direct superintendence of one man of unusual zeal, industry and competency for his duty, enjoying your confidence in such degree that he could plan his operations well in advance and carry them on with decision, discipline and method, such as is rarely practicable on our public works.

The Rifle Range is not an essential part of the plan for the park, and as your action upon the proposition for it will necessarily wait on action of the military representatives of the State, we shall not regard it in what we have to say of the cost of the park.

As to the market value of the site for the park, we find men who should be well-informed varying in their estimates by more than a hundred per cent., and we need only repeat what we said at the beginning of this report, that if the city is ever going to want another park, there is no other body of land which can be taken for it that will not probably be more costly than this. Certainly there is none on the Lake shore. It is of much less intrinsic value than the land of the North Park. Very little of it is fit for cultivation or for a dwelling place, while that at the North Park was the choicest near the

city either for agriculture or for healthful residence. Had the North Park not been made, and it was now a question of the choice of sites for a park, the North Park site would undoubtedly be much the more costly.

As to cost for construction, it is not to be expected that a flat swampy body of land with no natural features of interest, can be transformed into a park except by operations of a character for which there was no need in the preparations of the site of the North Park. The site of the South Park is selected because, with reference to natural prospects, for every acre that you have to pay for, you will have thrown in a thousand acres of the lake. This advantage must be supposed to offset the cost of the rough work of making the extent of upland proposed in place of the swampy ground.

Assuming that the wages of labor and the prices of materials are to remain as at present, and that work is to proceed about as rapidly and as steadily as it did on the North Park, we calculate that to complete the South Park as planned, an average outlay for ten years will be needed of sixty-two thousand dollars a year, or about thirty per cent. more than the outlay made during the same period upon the North Park.

A more important question than that of the cost of construction is that of the constant cost to keep the park when made in good order. In all the principal items of maintenance, the work required for this purpose would be considerably less than that required for corresponding items in the North Park. The North Park is about a third larger in area than the South Park is proposed to be, and of its area more than twice as much will be occupied by water. Water-space costs less

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than any other in a park to take care of. The extent of road and walk space will be less in the South than in the North Park. The distances to which materials, such as gravel and sand, must be carried will be less. On the whole, the cost of maintaining the South Park would probably be less by about a quarter than that of the North Park.

We have thus indicated what we believe the undertaking would cost the city. You will consider whether the result would justify the cost. In our opinion there is better reason to think that it would, than there was twenty years ago that the undertaking of the North Park would be so generally conceded as it now is, to have been entered upon discreetly and providently.

Respectfully,

F. L. & J. C. OLMSTED,
Landscape Architects.

BROOKLINE, Mass.,
1st October, 1888.

TO THE COMMISSIONERS OF PARKS:

Sirs—We have thought it best to make the various schemes of a parkway which have grown out of the project of the South Park, the subject of a distinct report. Comparatively little anxiety has been evinced by any citizens of Buffalo as to your decision of any questions of the park, but in regard to possible routes for a parkway, much evidence of warm interest and of a divided opinion has appeared. Parties favoring each a different route, have been represented in argument before you with so much earnestness, that it is plain that any conclusion to which you shall come, will be grievously disappointing to most of them.

To the site, which from the launching of the project has been had in view for the park, there are, as in our report upon it has been pointed out, several serious objections, but the only wish that we have heard expressed to have it changed, has been based, not on those objections, but on a supposition that an inland site would be more favorable to a settlement upon a particular route favored for the parkway.

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