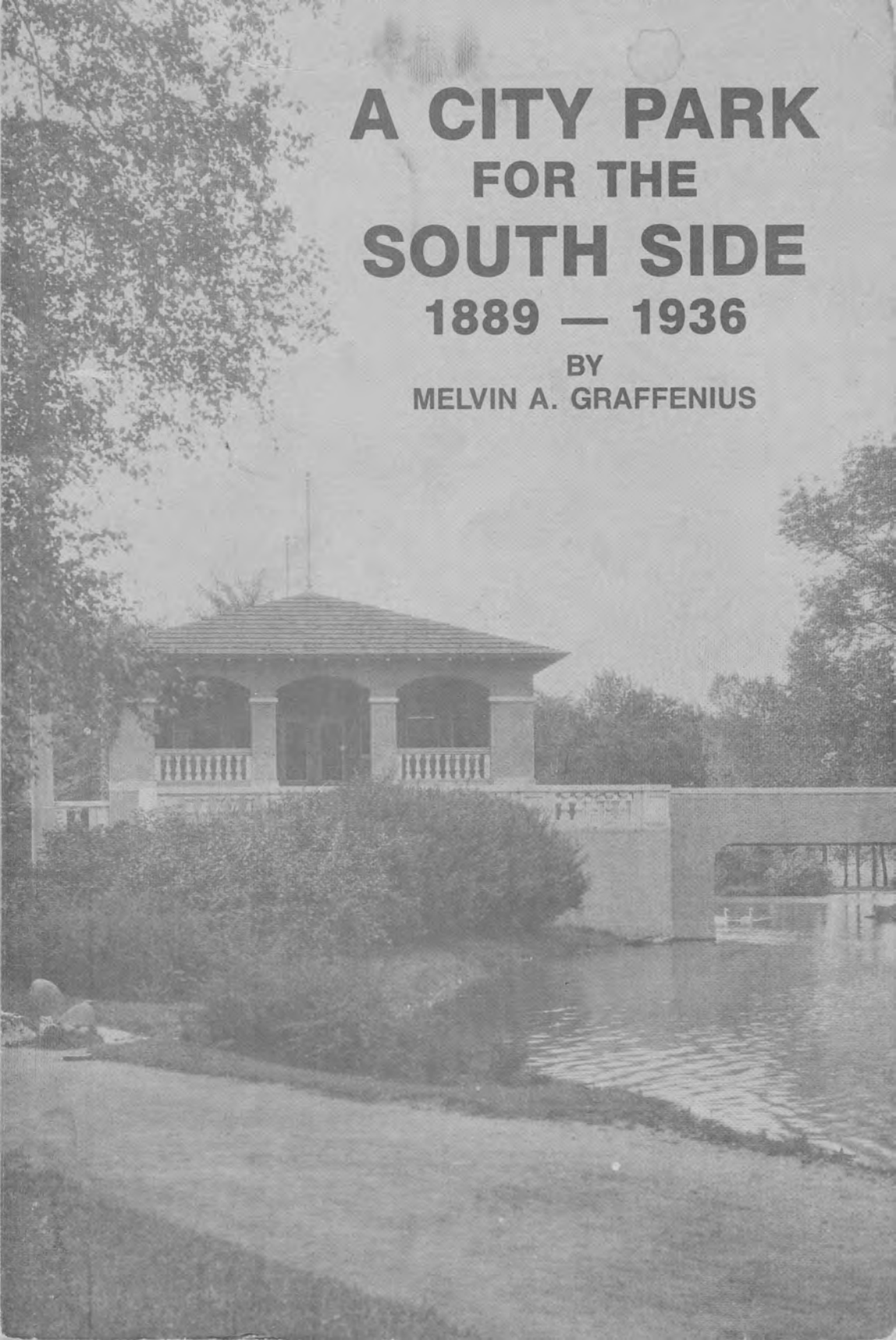


**A CITY PARK
FOR THE
SOUTH SIDE
1889 — 1936**

**BY
MELVIN A. GRAFFENIUS**



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The author wishes to acknowledge, with gratitude, the contributions of my wife Shirley Graffenius, Elaine Schaewe, and Judy Simonsen, three very special people. Also my thanks to Brigid Sullivan and Roger Wick of the Parks Department of Milwaukee County for their gracious cooperation and permission to reproduce the photographs contained herein.

On July 1, 1890, the City of Milwaukee took title to the first tract of land which was to become known as Humboldt Park. July 1, 1990, will mark the one-hundredth anniversary of that occasion, and thus can best serve as the one-hundredth birthday of this grand old park.

I have lived within one block of Humboldt Park for all of my sixty-one years. I have spent countless hours enjoying its celebrations, picnics, concerts, parades, and playground facilities. It's beauty and serenity have been assets to our neighborhood.

In the park, I spent many hours playing baseball and football, and also went ice skating with my St. Lucas School classmates. It was where I learned how to pitch horseshoes, play tennis, row a boat, and paddle a canoe. I spent many fruitless hours fishing there. I tobogganed, skied, and sledged down it's slopes in the winter, and pushmobiled down it's hills in the summer. I climbed it's trees and swam in it's lagoon - only to be chased by Milwaukee's finest, the "Men in Blue."

One of the young ladies I squired around the lagoon is the special one who has been at my side for over forty years. In short, Humboldt Park has been a big part of my life. In return, I can think of no better way to say "Happy Birthday Humboldt Park" than to offer, as a tribute, the following history of the park. I also dedicate this paper to the Milwaukee citizens of the 1890's who had the forethought to preserve this beautiful woodland for future generations.

PARK DREAMS BECOME A REALITY

When one views Humboldt Park today, equipped with buildings, pool, playgrounds, lagoon, and well-groomed picnic areas, it may be difficult to accept that there was a time when a substantial number of loud speaking citizens of our fair city, were vehemently opposed to the concept of public parks. The expenditure of tax revenues for the enjoyment of the working class was a subject of heated debate during the 1880's.

Fortunately for the Milwaukee resident's today, there was an equally vociferous and avid group who supported the concept and were willing to continue to pressure their elected officials to take positive action. On January 1, 1883, the Milwaukee Sentinel published an editorial highly critical of the Common Council for their failure, in 1882, to move ahead and acquire lands for park use.¹ Those citizens, who favored the acquisition of park space, looked with envy at other American cities which already had established park systems. Comparisons were also drawn with cities in the "Old Country" such as Berlin, Copenhagen, and Paris.

In 1889, a survey revealed that Milwaukee, with a population of 205,000, had only sixty acres of parks. With the exception of Juneau Park, these areas consisted mainly of small squares and triangles donated by private individuals.

Efforts were then made to secure a proper park system and the enactment of Chapter 488 was secured in the State Legislature during early 1889. A Bay View Attorney, Mr. Theobald Otjen, was very active in the creation of the original legislation, and shepherding the bill through the Common council and the legislature. It is reported that he personally convinced Governor William D. Hoard to sign the bill into law. (Mr. Otjen served as a Milwaukee Alderman for a number of years and later was elected Congressman of the 4th District.)

The new law provided for the appointment, by the mayor, of five commissioners who, in turn, would establish a system of public parks within the city, and provide for the purchase, payment, and government thereof. The law also called for the sale of \$100,000 in park bonds to finance the purchases. The original plan was to acquire two parks, one on the north side and one south of the Menomonee River. 2

On June 18, 1889, the first meeting of the Board of Park Commissioners was conducted. Membership consisted of Mr. Christian Wahl, President, and Messers. Calvin E. Lewis, John Bently, Chas. Manegold Jr. and Louis Auer, Secretary. All were private citizens, eminently qualified, and served without remuneration. They had all been appointed by the Mayor, the Honorable Thomas H. Brown, on or before June 1, 1889. At this first meeting, the Commissioners voted to take action to acquire lands for five parks to be known as Lincoln, West, Lake, North, and South (the one on which this paper is focused).3

PARK SITE OPTIONS

The Milwaukee Sentinel, on July 21, 1889, carried a lengthy article which announced to its readers which sites the Commissioners were evaluating for purchase. Sites on the south side were:

1. The Coleman Woods Tract - Forty acres in the area bounded by 1st and 8th Avenue on the east and west, and Beecher Street and Lincoln Avenue on the north and south. (This area now comprises part of the present Kosciuszko Park).

2. The Kane Farm - Seventy-five acres located between Kinnickinnic Avenue and the shore of Lake Michigan, north of Oklahoma Avenue. This tract has 3/4 mile of lake frontage and was the favorite choice of several of the Commissioners.

3. The Wilcox Farm - Described in the Milwaukee Sentinel as follows: "The next site offered is known as the Wilcox Farm property. It lies east of the Howell Road and north of Oklahoma Avenue, between Garfield Street and Russell Avenue in the Seventeenth ward. It comprises

eighty-two acres, half of which are offered at \$3,500 per acre. The grounds are nicely wooded and more broken than the Coleman grounds, but the adjoining property is built up. South of the grounds is located the Village of Brookhaven in which ex-Alderman Jordan is heavily interested. Mr. Jordan and a number of other Brookhaven property holders are already at work advocating the selection of the Wilcox Farm.4

The Wilcox Farm, as described above, was a portion of an undeveloped and unplatted area which was shown on an 1876 plat map as owned by a J. Wilcox. Adjoining it, to the east, was an equally rural tract owned by the Mann Bros. These two tracts, which in 1879 constituted the southeastern-most border of the newly incorporated Village of Bay View, was heavily wooded. The northeastern-most end of the Wilcox tract contained a brick yard. During the existence of the Village of Bay View, 1879-87, there was no formal park located at this site.

The western-most eighty acres, owned by Wilcox, were bounded on the north by Russell Avenue, on the west by Howell Avenue, and on the south by Oklahoma Avenue (East 1/2 of the Southwest 1/4 of Section 9, Town 6 North, Range 22 East).

The eastern-most eighty acres, owned by Mann, abutted the Wilcox tract and were bounded on the north by Russell Avenue, on the east by Clement Avenue and on the south by Oklahoma Avenue (West 1/2 of the Southeast 1/4 of Section 9, Town 6 North, Range 22 East).

During the balance of 1889, the Board of Park Commissioners spent most of their meeting time discussing the legalities of what they were attempting to do, and how the money could be appropriated for the land they wished to acquire. They also discussed at length, the concept of the park system they envisioned, and which sites they should pursue to best bring these concepts into reality.

In January, 1890, bids were received from Henry Mann and Louisa G.(sic) Sanderson (the Wilcox owner at that time) to sell their properties to the city for park use.5

THE DEBATE CONTINUES

As stated earlier, the antagonists and protagonists were having a field day with the entire subject of parks yes or parks no; parks few or parks many; parks large or parks small; parks centrally located or parks on the fringe; parks next to public transportation or parks isolated. Typical of the dialogue taking place was a long letter to the Milwaukee Sentinel from "Southside" extolling the merits of both the Coleman and Kane tracts, favoring the purchase of both, and urging the Commissioners to move forward quickly.6

Unfortunately, some Board decisions were published before they were formally presented to the Common Council for action. The Commissioners subsequently announced that all future negotiations would be conducted behind closed doors. This decision had little impact on those prone to express their opinions in the local press. Letters and articles continued to be written, published, and signed "Tax Payer" or Southsider." For the most part, this action encouraged the Commissioners to move ahead with their assignment.7

On February 27, it was reported that the Commissioners had not yet reached a decision. Commissioner Bently proposed the consideration of Jones Island as an ideal site. Commissioner Wahl pushed the Coleman tract. The Kane property was considered excellent, but Bentley feared future heavy expenses for a breakwater to control erosion. It was put forward that Jones Island was equally susceptible to lake effects.8

Again the public responded. A lengthy Milwaukee Sentinel article quoted a gentleman who had made a study of the Lake front area: "Jones Island was ideal for manufacturers and would be entirely too expensive to acquire. The removal of the squatters would be costly and time consuming, and the island would have to be raised five feet." The person quoted continued to comment that the Kane tract was fine and any talk about the need for a

breakwater was nonsense. A sand bar seventy-five to one-hundred feet wide protected the bluff and the waves never touched it.9

PARK PLANS REVEALED

On March 14, the Commissioners proposed, to the Common Council and the mayor, their plan for a complete system of parks and parkways creating a green belt. It was felt that the owners of the Wilcox property, and Henry Mann, were inclined to lower their price and that others would do the same. The Commissioners were encouraged to proceed, and if prices were not lowered they should seek condemnation.10

On April 22, the Board voted to purchase thirty-two acres of the Wilcox and Mann tracts for \$2,500 per acre.11 The Milwaukee Sentinel reported on May 2:

"It is understood, in Bay View, that the Park Commissioners are now negotiating with the owners of the Mann and Wilcox property, comprising thirty acres in all, and will report as soon as negotiations are perfected." 12

The Milwaukee Sentinel also reported on May 6, that the Park Commissioners had on May 5, proposed to the Common Council all of the purchases they had negotiated up to that time. Included with the tracts proposed were the Coleman, Wilcox, and Mann tracts. The following is a quote from the article:

Tract #3 - Fifteen acres, more or less, described as follows: Blocks 25, 26, 31, 32 in Henry Mann Addition to the Seventeenth Ward, north of Oklahoma and Logan Avenues and south of Idaho Street for the sum of \$37,600.

Tract #4 - Sixteen and seven one-hundredth acres commencing at the intersection of the west line of Pine Avenue with the south line of Oklahoma Street in the Seventeenth Ward and running thence west on the south line of Oklahoma Street continued 713.62/100 feet, thence north nearly parallel with

Pine Avenue 992 feet to a point in the center of Idaho Street extended, which is 715.19/100 feet west of the west line of Pine Avenue, thence south on the west line of Pine Avenue 992 feet to the place of beginning. The price is \$40,675.

In lieu of the above proposition, the owners propose to sell to the city for park purposes, all that part of the east half of the southwest one-fourth of section nine in said Seventeenth Ward lying south of the center of Idaho Street, extending to Howell Avenue, containing about thirty-one acres, more or less, for the sum of \$2,750 per acre. This is the so-called Wilcox Farm offered by Mrs. L. J. Sanderson and in connection with tract #3 will secure a park of about forty-six acres. These two pieces (tracts #3 and #4) have many natural park features, are well wooded, and of great beauty. They will accommodate the citizens of the south side, especially those south of the Kinnickinnic River. A beautiful view of the Milwaukee Bay is obtained from near the center and they are accessible from Kinnickinnic and Howell Avenue. They can be secured at a much lower figure than first offered the Commissioners. 13

The very next day the Milwaukee Sentinel quoted several Aldermen as stating they were unhappy with the Commissioners' proposal. West siders were dismayed with their lack of adequate representation, and some southsiders still wanted the Kane property acquired. 14

THE SITES REVIEWED

On May 15 and 16, the citizens of Milwaukee must have felt they were viewing an unscheduled parade. This is how the Milwaukee Sentinel described the event:

Mayor Peck, the Committee of Parks of the Common Council, and the Park Commission viewed the future park grounds yesterday. Shortly after two o'clock, a procession of vehicles started from the

Courthouse. In a large 'bus were seated the Park Commissioners; John Bentley, C. E. Lewis, C. F. Manegold, a number of press representatives, and Alds. Ramsey and Northrop. Another 'bus was occupied by Major Louis Auer and Staff: Col. Lush, Lt. Loer, and a very martial looking sergeant representing a German evening paper. Major Peck and son took seats in a yellow painted landau. Ald. Lorenz was on hand with his whitewashed bicycle drawn by a jet black pacer. Alds. Hase and Hanke had their own buggies.

The article goes on to describe, in detail, the tour conducted of the sites located on the cities' north side. 15 The next day the paper reported on the tour of the south side sites and I quote, in part:

The next site visited was the Wilcox/Mann property in Bay View. On passing by the long brick yard which fronts on Howell Avenue, the teams halted in front of a thick grove and all alighted. Both tracts adjoin each other and form an area of about forty-six acres. Of the forty-six acres, the Park Commissioners have recommended thirty-one leaving fifteen acres fronting on Howell Avenue. The property has all been offered at \$2,500 per acre, but if the fifteen acres adjoining Howell Avenue are taken by the city, the price for all of the acreage will be raised to \$2,700. But the Aldermen and even some of the Commissioners agreed that it would pay to take the whole tract even at the higher price asked. It is a natural park already and an expenditure of \$4,000 to \$5,000 would make it available for public purposes in less than one year. The ground, although well wooded, is less varied than that of the other sites, but it also has its elevations and ravines and depressions for creating artificial lakes.16

In a lengthy article on May 20, the Milwaukee Sentinel quoted eleven individual citizens who had been polled regarding their opinions relative to the

Commissioners recommendations. All eleven were favorable to the park plan and urged the Common Council to move forward with all haste.17

MORE DEBATE

The Commissioners discussed the suggestion, which had been expressed by several aldermen, to purchase the additional fifteen acres of the Wilcox tract. Negotiations to purchase the original tract for \$2,500 per acre were only arrived at by convincing the Wilcox owners that the remaining acres would be much enhanced in value when the park was in place. The owners insisted on \$2,750 per acre for the entire tract if it were all to be taken.18

Not all of the members of the Common Council were in favor of the Commissioner's original proposal. That also applied to some members of the Council's Committee of Parks. The debate waxed loud and long and resulted in generating another editorial in the ever vigilant Milwaukee Sentinel. The editorial clearly backed the Board of Commissioners and criticized the Aldermen who opposed them.19

The Commissioners went before the Council and urged them to accept their proposal of sites including the entire Wilcox tract. Commissioner Wahl had been the lone hold out for the reduced Wilcox tract because he favored smaller and more numerous parks, but he finally succumbed to the arguments of the other Board members. In going before the Common Council, the Commissioners took the opportunity to make it clear that rumors being circulated to the effect that they would resign, en masse, if their recommendations were rejected, were not based on fact.20

This action on the part of the Commissioners resulted in several additional editorials in the Milwaukee Sentinel.21 One was quite pointed in criticizing one specific Alderman's charges of "conspiracy of land sharks" as ridiculous since the prices negotiated were well below the properties' values. One must give credit to the

Milwaukee Sentinel in that they were almost consistently in favor of the actions of the Park Commissioners and in allowing them to proceed in their assigned tasks with a minimum of interference.

DECISION DAY

June Sixteenth, Eighteen Ninety, was a red letter day for the pro-park forces. On that day, despite a hard and bitter battle on the part of a few dissenters, the Common Council, by a sweeping majority, endorsed the recommendations of the Commissioners.²² Seventeenth Ward Alderman, Theobald Otjen, had moved the majority report for adoption. The ordinance was quickly signed by Mayor George Wilbur Peck.

Events proceeded relatively quickly from then on. The Milwaukee Sentinel reported on June 29th:

Tomorrow park bonds of \$1,000,000 will be sold, and the land sites selected will become the property of the city. The Wilcox tract or Walker Park, as it probably will be called, is the largest and most picturesque on the south side . . . North on Howell Avenue is the Sanderson brick yard but the ground occupied by the same will become too valuable in time and the brick yard will be moved.²³

On July 1, the Mann tract was transferred to the city.²⁴ And on July 3, the city took possession of the entire thirty-one acre Wilcox site from Mrs. L. J. Sanderson.²⁵ Although the Commissioners had to resolve a problem with the owners of the Wilcox tract, in late August, relative to their producing the documents of transfer,²⁶ one could conclude that, the birth of South Park, as it was then titled, took place on July 1, 1890.

The purchase price was \$121,983. Of this amount, \$84,383 was paid for the Wilcox tract and \$37,600 for the Mann tract. The total area of South Park was 45.7 acres.²⁷

In the Spring of 1891, South Park was opened to the public. As stated earlier, the natural setting of the park did not require any special landscaping. The park, however, was totally fenced in and its corner boundaries were marked with stone monuments. Loose rocks, brush, stumps and dead trees were cleared. Elevations were taken and a topographical survey was completed. The undulating tract was about two-thirds covered with a fine growth of timber and one-third was meadowland.28

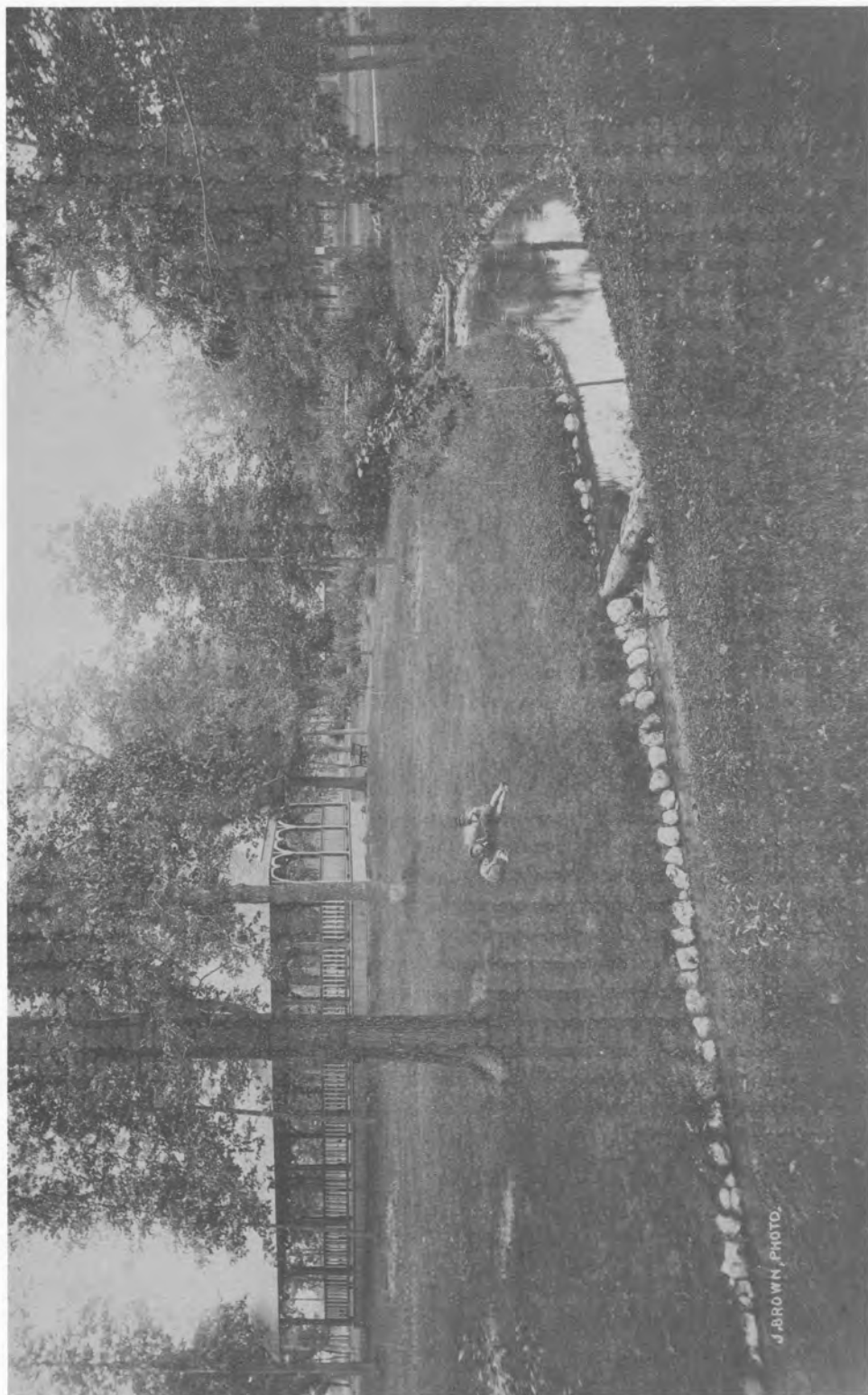
A series of park ordinances were passed detailing the rules by which the parks would be controlled. Hours were from 4 a.m. until midnight. The speed limit in the park was 6 m.p.h. To enforce the rules, a Park Police Force was organized. The policemen were given powers commensurate with those of the City Police, however, they were clad in grey uniforms, and were expected to serve as park custodians, and fill in as a labor force during the off season.

A frame dwelling, that was situated near Howell Avenue, was purchased for \$150 from the owners, Lousia J. Sanderson and June Wilcox. The house became the residence of the park policeman/custodian. The house had previously been the family home of Joel Wilcox, one of Bay View's earliest settlers. It had been moved to the Howell Avenue location from Jones Island, its original site until the land had been sold for use by the Rolling Mills.

That first year, the city erected a twenty-five by fifty foot pavilion, built by the Guetzkow Bros. at a cost of \$530. Also erected were ladies toilets and a tool house.29

In 1892, a small refreshment stand was built for \$325 and a water closet (privy) for \$145. Construction was also begun on a one and three-quarters acre lake.30 A Mr. Pollard accepted the position of Superintendent of the South Parks at a salary of eighty dollars per month.31

Extensive park construction occurred in 1893. The artificial lake was completed in spring. It was excavated



J. BROWN, PHOTO.

ORIGINAL PAVILLION ERECTED IN 1891



ORIGINAL ROAD BUILT IN 1893

by A. Gerlach at the cost of \$1,065. A handsome boat house, plans by Howland Russel, was built by J. B. Conrad, on the south shore of the lake for \$1,345. Rowboats were made available at the rate of ten cents an hour. A twenty-two hundred foot long road or carriage-way, twenty-five feet in width, was constructed from Howell Avenue to Logan Avenue. The Howell Avenue entrance was located just north of where Gauer Circle and Howell Avenue meet today. It took a curving route through the park, passing just south of where the original lawn tennis courts were later built. It passed the two year old pavilion to its right, and the new boat house on its left. It passed the newly excavated lake and proceeded to exit the park just north of where Manitoba Street and Logan Avenue meet today. The road had a center concourse which held a horse drinking fountain.

A creek, several hundred feet in length, conducted the over-flow from the lake. It contained several small waterfalls and rapids and a miniature pond. The road, as it crossed the creek, was supported by a bridge of rustic construction. The creek was also crossed by rustic bridges in three places. These supported graveled walks. One bridge was sixty feet long. In all, 4,190 linear feet of gravel walks and 7,928 square yards of sod were laid. A hole in the corner of the park, at Howell and Oklahoma Avenue, was filled in and a plank sidewalk was laid on the entire length of the west side of the park.³²

The writer was unable to determine the origin of the "hole in the corner of the park" and assumed it may have had something to do with one of the several brick yards which were operating in that vicinity. I later came to discover that the corner of Oklahoma and Howell was a rest stop for the motormen operating the local public transit service. The "hole" was a result of the area in which they relieved themselves.

A NEW LILY POND

The 1894 Park Commissioner's report made reference to South Park as Bay View Park. However, the writer could

find nothing, in the minutes of the Park Commissioners meetings or in the proceedings of the Common Council, that would indicate that the name had been officially changed. (In fact, the South Park name appears in the 1895 report.)

As far as projects for 1894 are concerned, the following is an excerpt from the year's Annual report:

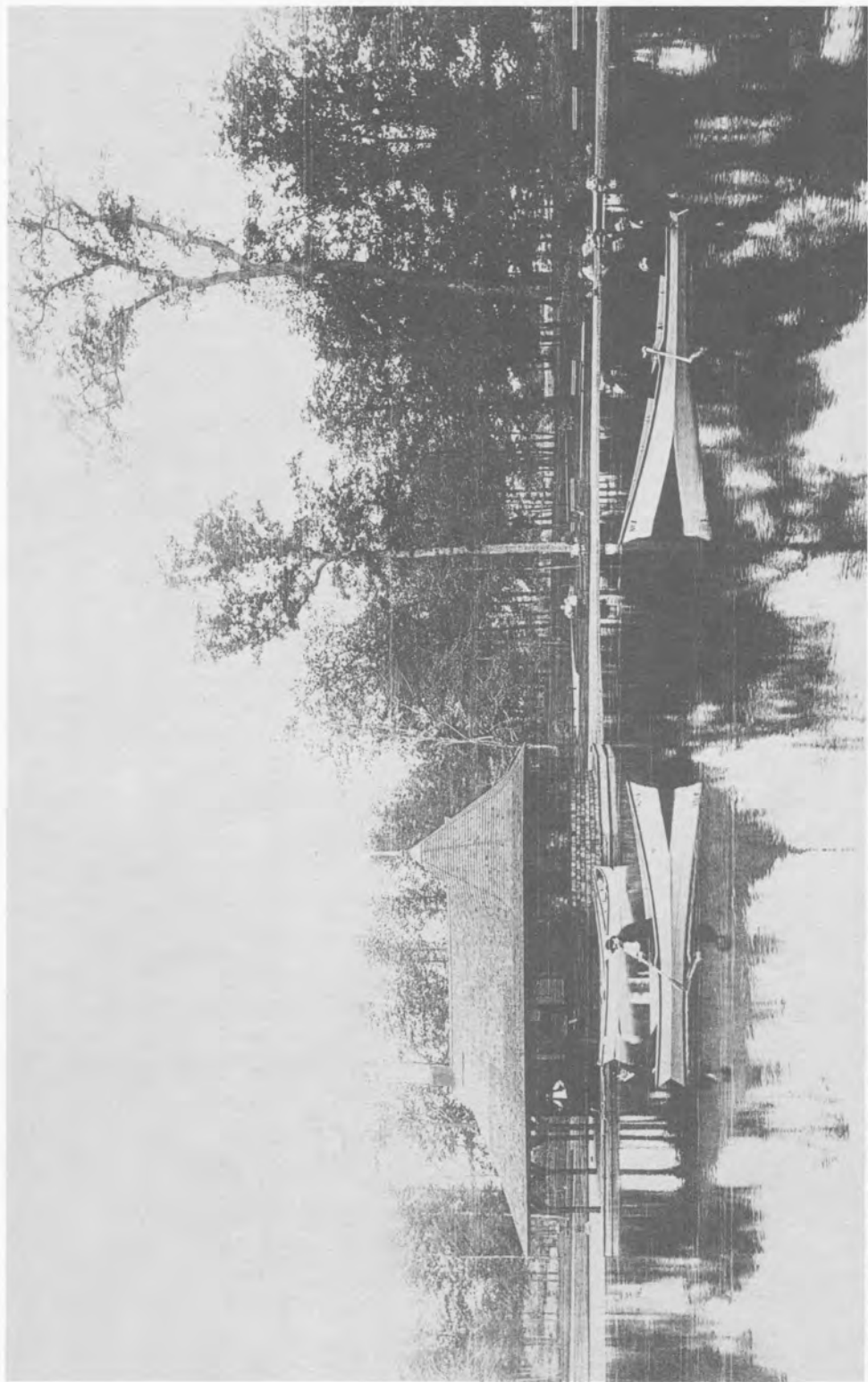
The principal operations in this park have been confined to the construction of a lily pond, with the treatment of the surrounding grounds to conform to the improvement.

A swale at the east end and southeast from the lake was selected, being admirably adapted by nature for the purpose. The swale was deepened to form a lakelet about 200 feet by 150 feet of sinuous outline, and its banks varying in elevation; off from a bold point an island has been thrown up.

The grounds form a beautiful setting to the water, rising as they do, in a varied undulating manner to a considerable distance back on all sides, offering a good opportunity for natural effects in planting. Through these grounds cinder walks have been made, aggregating 3,000 feet in length.

The popularity of water gardening is well merited. Nothing in nature excels the quiet beauty of sparkling water sprinkled with the starry gem-like blossoms of the water lily, nestling amid their noble rich green foliage. The pond is now ready for the soilbeds in which the plants are to be set, and in early summer we may expect to see its surface covered with aquatic vegetation, including among its various forms, the gigantic lily of the Amazon, Zanzibars, purple, blue, and rose-colored ones, reds from India, not forgetting our own Cape Cod rose and our Florida yellow, together with Marliacs beautiful hybrids.

The Amazon lily (*Victoria Regia*) may not produce much larger sized leaves as are obtainable when grown in artificially heated water, yet in a warm sheltered cave satisfactory results may be expected.



FIRST BOAT HOUSE ERECTED IN 1893



LILY POND CREATED IN 1894

Throughout the ornamental grounds surrounding the lily pond, one and one-half and two inch iron water pipes have been laid, with connections for one inch hose at intervals of 125 feet, for watering the grounds. While the first cost of this system may seem a little high, it is soon recovered in the saving of expensive hose pipe. Fifty feet of hose being (under the plan) quite sufficient to cover the ground between connections.

A piece of ground extending from the grove to Howell Avenue, on the north line, of about 60 feet in width, has been thoroughly broken and mellowed by the winter's frost in readiness for tree planting.

The ice on the ponds in Bay View (sic), Mitchell, and Coleman Parks has been kept in condition for skating during the whole winter, to the evident gratification of the devotees to this amusement.33

The success of the architects of the South Park lily pond must have exceeded the expectations of many, since the Annual Report of the Board of Park Commissioners of 1895 states: "The great attraction of the year was the lily pond at South Park . . . thousands of people came out to this handsome little park who had not thitherto dreamed of the existence of this beauty spot on the south side." A new tool house for the storage of wagons, scrapers, and other park property was erected, 1,800 linear feet of walks were widened from 6 to 10 feet, and some 600 new trees were planted.34

In 1896, more sewers and water pipes were laid, more trees were planted, and a new platform was built around the boat house.35 The next year saw still more water pipes laid, road work, and planting. A George M. Crane laid 430 linear feet of wooden sidewalk on Howell Avenue at \$.22 per foot.36 In 1898, the position of superintendent of South Parks, held by Mr. Pollard, was abolished.37

According to the minutes of the March 7, 1899, meeting of the Board of Park Commissioners, a Mr. Shipper was granted the privilege of selling refreshments in the

park for a fee of \$150, the same as last year. That same year also saw the pavilion, boat house, and other outhouses painted, the lake lowered for rubbish and weed removal, and the sidewalks along Howell and Logan Avenues repaired.38

TENTH BIRTHDAY GIFT: A NEW NAME AND IMPROVEMENTS

In 1900, the tenth anniversary of the creation of South Park gave birth to a new name for our south side city park. On September 20, 1900, by order of the Park Commissioners, the park known as South Park containing 45 1/2 acres became officially Humboldt Park.³⁹ By this same action, River Park became Riverside, North Park became Sherman, Lincoln Park became Kosciuszko, and West Park became Washington.

Humboldt Park was named in honor of the renowned German scientist, naturalist, explorer, and statesman, Friedrich Heinrich Alexander von Humboldt. Baron Von Humboldt was born in Berlin in 1769. He was educated privately at the Universities of Frankfurt on the Oder, Berlin, Gottigen, and the Mining Academie at Frieberg. At an early age, he demonstrated a remarkable aptitude for science. Among his most notable accomplishments were his five year exploration of Central and South America 1799-1804, his thirty volume study of geography and natural history, his explorations in Europe and Central Asia, and his promotion of the concept that physics, zoology, botany, meteorology and geology were all interrelated and constituted the field of natural history. Von Humboldt died in Berlin in 1859, while working on the fifth volume of his "Kosmos" which displayed his complete grasp of the sciences of his time.

Also in 1900, the park was illuminated by newly installed incandescent naphtha lamps mounted on ornamental posts. The dwelling on Howell Avenue which had formerly housed the park policeman, was remodeled, painted, and became the residence of the park foreman, Mr. Gerlach. It was leased to him at the rate of \$7.50 per month, the same to be deducted from his monthly salary of \$50. A new

foundation was put under the boat house and 2,500 shrubs were planted along the south side of the park to screen it from the street. At this point in history, Oklahoma Avenue was the southern city limits of Milwaukee and had not, as yet, been improved nor gutters installed.

The following is a portion of the 1900 inventory of tools and other materials at the park:

2 Axes, 6 Bushel Baskets, 3 Brooms, 1 Boat Hook,
1 Chalk Line, 2 Crosscut Saws, 36 Chairs,
1 Carpenter's Bench, 3 Cold Chisels, 1 Cement Box,
1 Boat Receipt Register, 15 Drip Wrenches, 56 Empty
Bags, 2 Edge Shears, 3 Flat Files, 1 Grindstone,
6 Garden Rakes, 6 Garden Forks, 3 Globes, 1 Gravel
Screen, 3 Grub Axes, 1 Hatchet, 1 Hammer, 4 Hand
Snow Scrapers, 3 Hand Barrows, 3 Hydrant Wrenches,
135 Iron Benches, 1 Jimmey, 1 Extension Ladder,
11 Lawn Mowers, 1 Level, 26 Lawn Sprinklers,
4 Lamps, 7 Lanterns, 4 Manure Forks, 1 Monkey
Wrench, 24 Music Stands, 10 Oil Cans, 17 Oars,
12 Oar Locks, 1 Post Auger, 3 Pick Axes, 4 Paint
Brushes, 4 Padlocks, 2 Pipe Tongs, 1 Ordinary Pump,
2 Pruning Nippers, 1 Pincers, 1 Pruning Saw, 1 Pipe
Vise, 12 Rat Traps (only 15 in entire park system),
6 Steel Rakes, 1 Rubber Pants, 6 Row Boats,
2 Scythes, 2 Stoves, 4 Snow Shovels, 3 Sickles,
2 Screw Drivers, 1 Sprinkling Can, 2 Saw Sets, 1 Saw
Clamp, 4 Scufflers, 1 Sod Knife, 1 Snow Plow, 1 Step
Ladder, 1 Snow Scraper, 2 Skiffs, 1 Ticket Box,
1 Timber Saw, 10 Tables, 4 Valve Wrenches,
3 Wheelbarrows, 3 Wire Brooms, 4 Whet Stones, 1 Wood
Chisel, 1 Wire Stretcher, 16 Wood Benches plus 1,300
feet of 1 inch Sprinkling Hose, and 200 feet of one
inch Rope.40

Missing from the inventory, among other items, were Branding Irons, Bicycle Holders, Cuspidors, Chinese Lanterns, Easy Chairs, Rubber Boots, Sprinkling Wagons, Settees, Swings, and Salamanders. The 1901 inventory shows the park gained two Bushel Baskets but lost twenty Empty Bags.41

Mr. Shipper had been receiving annual refreshment stand privileges for \$200 in preceeding years, but in 1901 it was decided to open up the contract to the highest bidder. As of December 20, no bids had been received, and on January 6, the privilege was awarded to Mr. Shipper for 1902 for \$100. Bids for 1903 resulted in Mr. Shipper, who bid \$105, losing out to Mr. Chas. Kremer, who bid \$112.50. Later that year the lease to Mr. Kremer was cancelled and re-issued to him for a period of three years for \$450. 42

The Park Commissioners decided to erect an addition to the pavilion in 1903. In the bidding, Henry Ferge lost out to R. F. Thiessenhusen. The old pavilion was remodeled, and a new addition constructed for \$2,106. Three new bridges were also built that year and a 125 foot walk was laid to the new pavilion addition. 43

Running water was installed at the custodian's house in 1904 at a cost of \$147. 44

A mortar and a howitzer that were presented by the G.A.R Post were mounted in a fortification mode in 1905. The emplacement cost \$122 and was located approximately where the present flag pole now stands. That same year the park employees were fitted with uniform caps bearing a brass plate stating "Park Commissioner." Prior to this time, water which drained from the pond went south across Oklahoma Avenue into the old creek. After Oklahoma Avenue was graded, the water was led by a twelve inch pipe into the new sewer on Howell Avenue. 45

NEARBY CITY STREETS

As mentioned earlier, Oklahoma Avenue was unimproved. The fact is that most streets in the City of Milwaukee at that time could have been considered as unimproved, by todays standards. The 1896 Bureau of Public Works Annual Report states that of the 69.53 miles of streets in Milwaukee, 54.78 were of wood construction

(mostly cedar blocks), 10.18 miles were of stone (mostly granite), 0.12 miles were of brick, 4.0 miles were of asphalt, and 0.45 miles were of crushed stone.

Oklahoma Avenue, by order of the Common Council, was graded and paved with gravel, and plank sidewalks were installed in 1904. However, only the north half of the street was in the city, so only that half was "improved."⁴⁶ This same north half wasn't paved until 1920 and was only widened in 1924 after its southern half had been annexed by the City of Milwaukee.

Howell Avenue, the western boundary of the park, was bordered by the wooden sidewalks installed in 1897. In 1904, a resolution put before the Common Council to install cement sidewalks on Howell and Logan Avenues was not adopted, probably due to the high cost of the project.⁴⁷ The surface of Howell Avenue was constructed of wooden blocks, approximately four inch by twelve inch in size, buried flush with the roadway. According to my father, Gustave Graffenius, it was a difficult surface on which to roller skate. It wasn't until 1911, that it was resolved to be paved with bitumen over a concrete base, from Deer Place to Manitoba Street.⁴⁸

LAGOON ENLARGED

A playground for children was erected in 1906. It was equipped with one eight-seat swing, one lawn swing, a giant stride, one five-board teeter totter, one athletic slide, and a jet fountain. An addition to the pavilion kitchen was made to benefit the caterer.⁴⁹

No improvements were made in 1907 or 1908. However, in 1909, because increasing auto traffic was wearing out the roads, asphaltic oil was applied to them. Grading was begun to extend the area of the lake so as to give it more than double its original surface. The extension began in the northern portion of the original lake and winding in the form of a circle connected again with the southern end of the lake. An island was thus formed, which it was felt

would provide an ideal place for picnic purposes. The work was begun in the latter part of the season and by the end of the year was about one-third completed.50

The Annual Report of the Park Commissioners, for 1910, states:

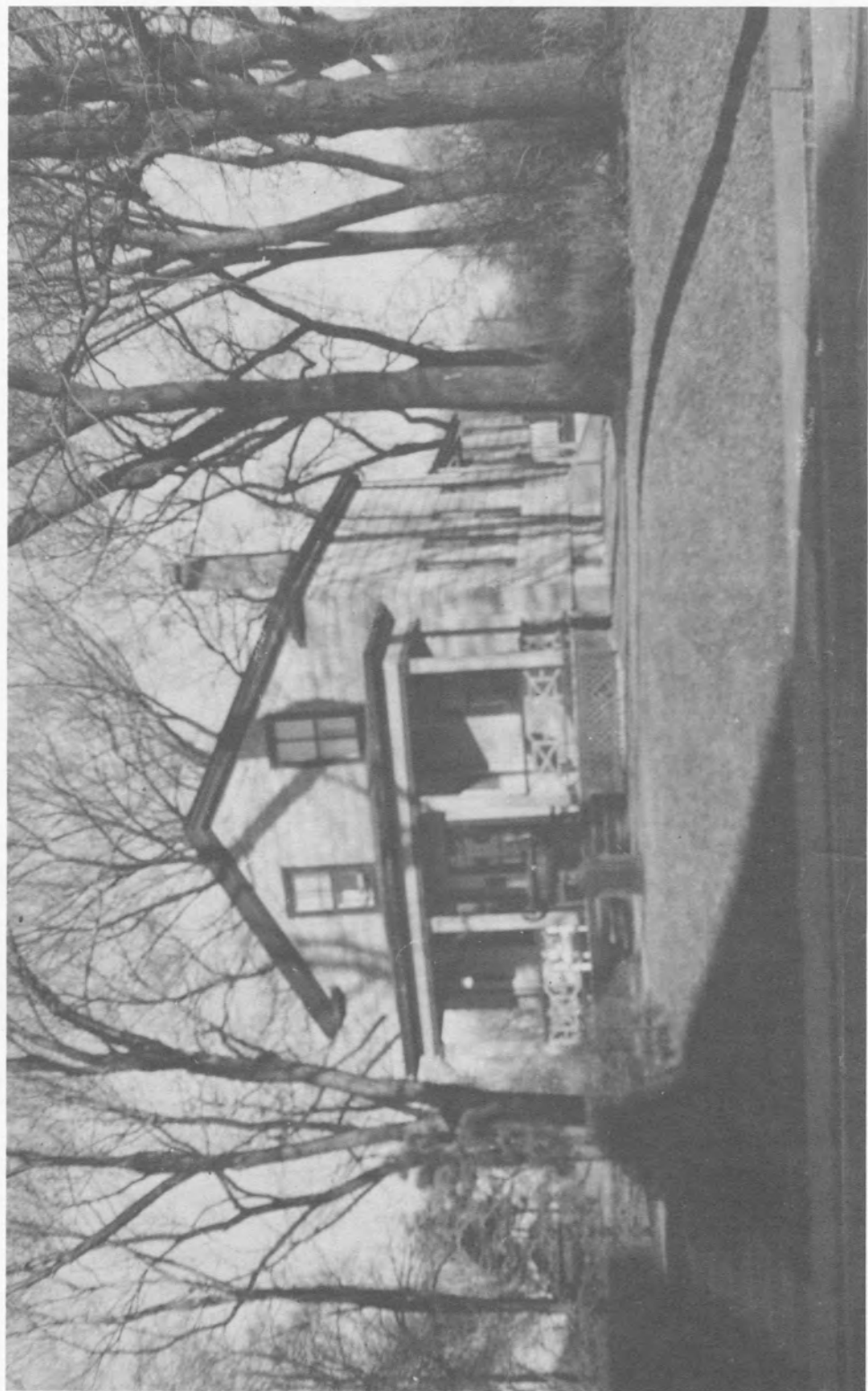
In Humboldt Park, the extension of the lake was finished. A new pavilion/boat house was built, and a concrete footbridge leading from the pavilion to the island, formed by the extension of the lake, was constructed. The building supplies a long felt want and will greatly add to the comfort and appearance of the park. In the basement are the lavatories, and also a large room for the general use of the public. On a level with the basement is a landing for boating and ice skating purposes. The upper hall contains an assembly room and a place where refreshments can be served. The building is a two story structure, the first story of reinforced concrete, the second is frame, with rough cast cement finish. It is of beautiful architectural design, and amply large enough to accomodate all visitors. It is equipped with a hot water heating system and is lighted by electricity.

The island, formed by the extension of the lake, makes an ideal picnic place, and with the accommodations the pavilion affords, will, no doubt, prove a popular spot in this park. The necessary water and sewer pipe for the building, lake, and surrounding grounds, were laid. The island and grounds around the boat house were graded, sodded, and planted with trees and shrubbery. Walks from the building to the main park walks were also constructed.

The old boat house and tool house were moved to the new tool yard location. The play apparatus was removed and the new playground shaped.



SECOND BOAT HOUSE ERECTED IN 1910



CARETAKERS HOUSE RENOVATED IN 1915

The earth from the lake was placed along the Oklahoma side of the park and the ground was leveled. Four new tennis courts were constructed in the southwest portion of the park.

The extension of the lake was completed in early 1910 at a cost of \$4,173. The new pavilion/boathouse was erected for \$11,076. The grading around the boathouse and on the island was \$888, and the walks around the boathouse cost \$347. The expense of moving and remodeling the old boathouse was \$287. 51

CITY PARK MASTER PLAN

The year 1910 was also the year in which the master plan for the link-up of most city parks was publicized. The city fathers were satisfied with the work of the Park Commissioners, however, they realized that the growth of the park system had over-burdened the men appointed to that body.

In 1906, reacting to the strong suggestion of Mayor Sherburn Merrill Becker, the Common Council resolved to form an additional appointed commission to formulate a park master plan.⁵² In 1907, the Common Council approved the resolution and established the Metropolitan Park Commission.⁵³ Basically, the plan put forth by the Commission in 1910, called for the acquisition of enough lands to develop a green belt area linking up most of the city's existing parks. Boulevards of roadways, with large planted and landscaped medians or parkettes, would lead from one park to the next. A portion of the plan called for the joining of Kosciuszko Park to Humboldt Park "thence east along Lincoln Avenue to Chicago (Chase) Avenue thence southeast along Chicago Avenue to Oklahoma Avenue and east to Humboldt Park."⁵⁴

It is obvious to us who read these words some eighty years later, that the master plan did not come to fruition. Although some of our present river parkways were created as a result of the Commission's foresight,

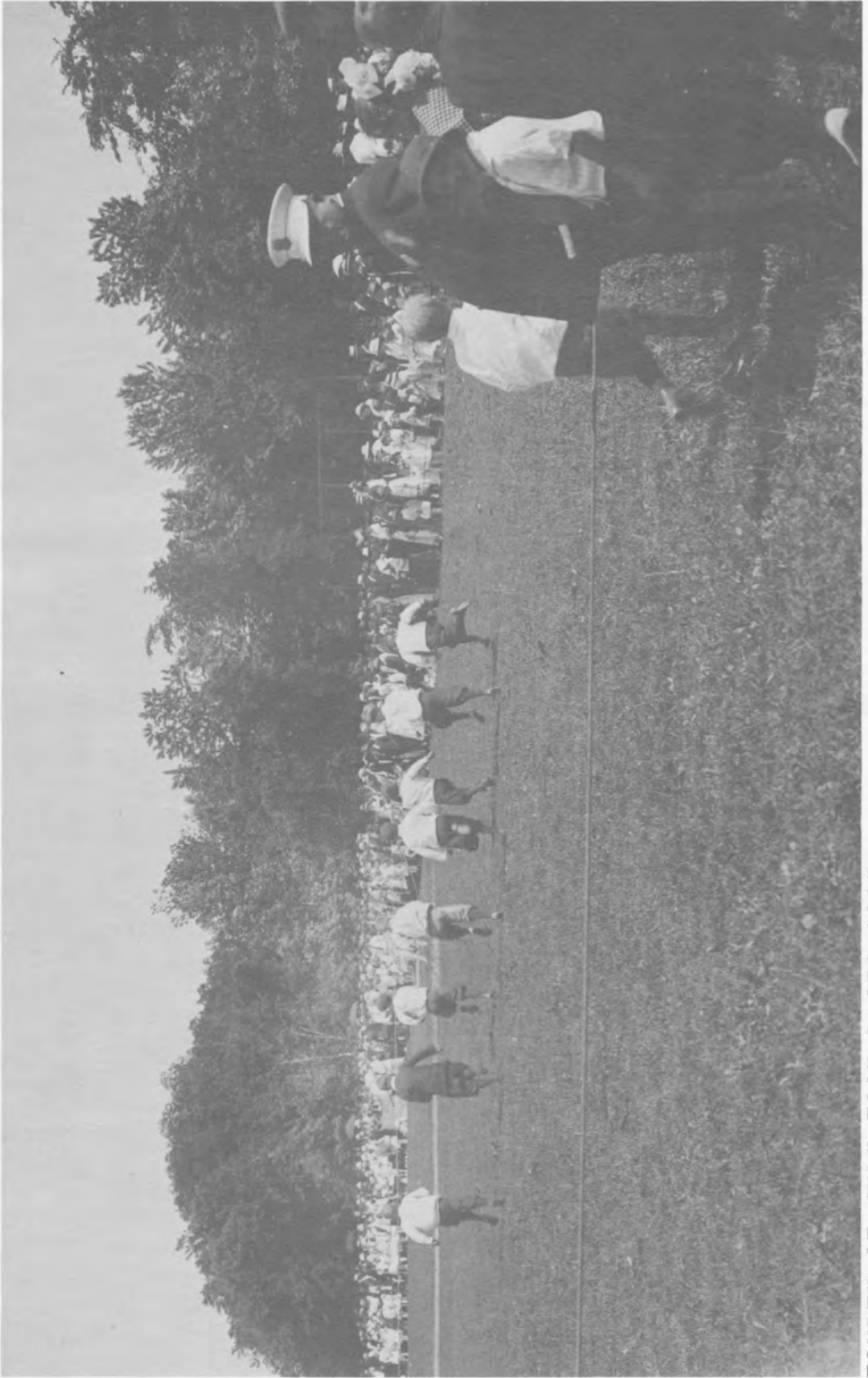
financial constraints during the two decades following 1910 did not allow for the completion of the link between Kosciuszko and Humboldt Parks.

A mute testimony to the collapse of the plan is the undeveloped, land-locked, and vacant piece of acreage enclosed by the houses built on Howell Avenue, Dewey Place, Austin Street, and Schiller Street. Original Metropolitan Park Commission engineering plans show this area lying directly in the path of the Kosciuszko-Humboldt Parkway. The owners of the acreage were made aware of this and withheld developing the area pending sale to the city. By the time the Parkway plan was allowed to die its lingering death, the vacant land was inaccessible to city streets and remains so today.

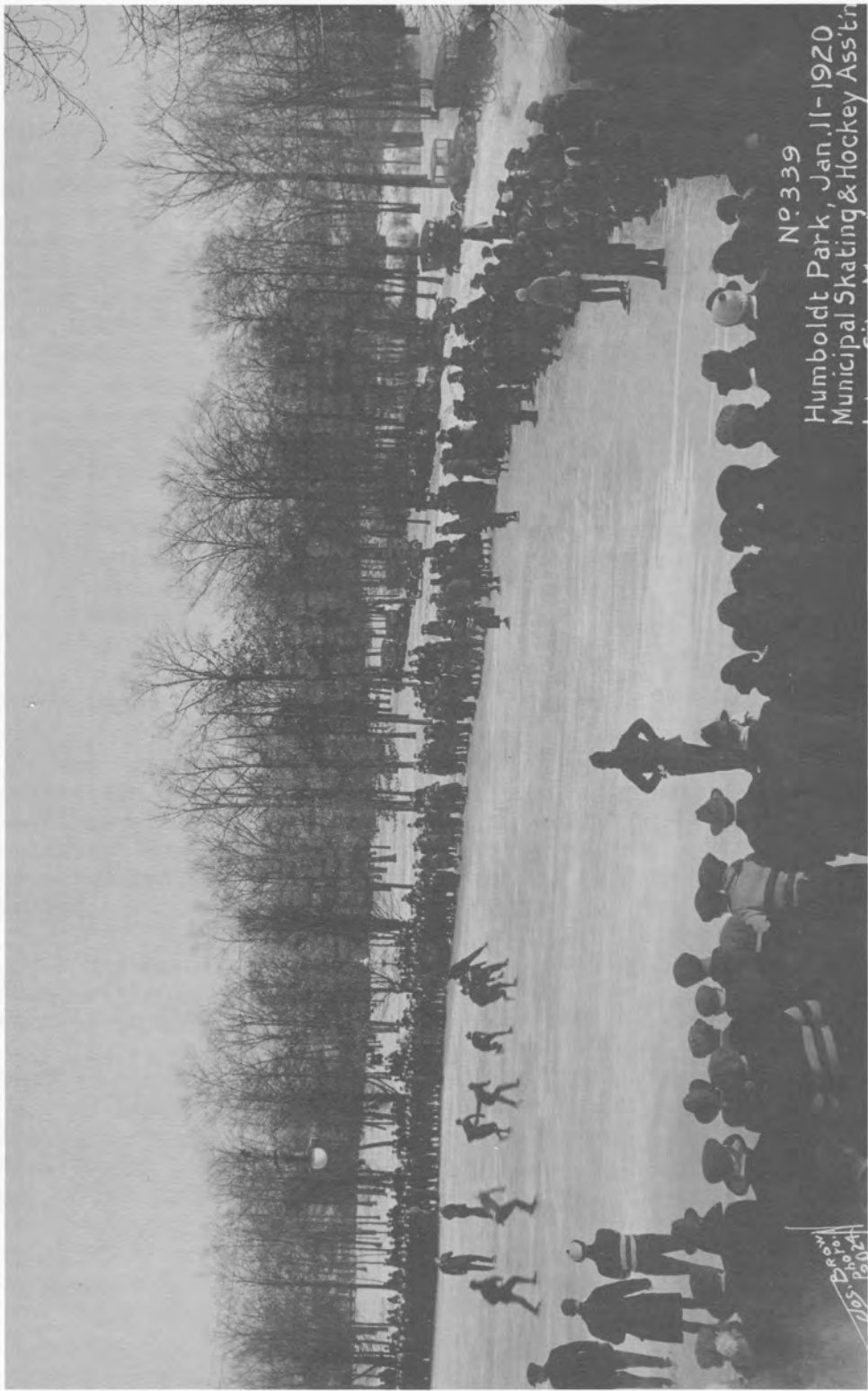
CONTINUING FINANCIAL PROBLEMS

A study of the information available, relative to this period of park history, already starts to reveal what would finally, some twenty-five years later, spell doom to the ownership of the parks by the City of Milwaukee. Finances to maintain the parks were somehow provided, but larger sums, necessary to continuously expand the park system and to upgrade the existing parks, were rarely made available. Consequently, we see that in the next ten years, 1911-20, no major improvements took place in Humboldt Park. It is a matter of record that the grand total of park expenditures for 1913 was \$15 for a new cash register. Plans for the conversion of the park's outdoor lighting system from naphtha gas to electricity had been on the drawing board since 1910. Due to insufficient funds, conversion did not take place until after 1920. (Although outdoor electric lighting was installed over the lake and boat house in 1911.)⁵⁵

Some expenditures for minor improvements did occur. In 1915, the foreman's dwelling received a basement, bathroom, hot and cold water service, and a furnace for a total of \$1,165. ⁵⁶ In 1916, the park was finally awarded its own resident team of horses (\$630), harnesses and



FOURTH OF JULY FOOT RACES 1917



No 339
Humboldt Park, Jan. 11-1920
Municipal Skating & Hockey Ass'n

105 Brown
105 Brown
1924

ICE RACING 1920

equipment (\$91), three wagons (\$191), and a stable in which to house them (\$463). The paving of Howell Avenue also resulted in that entrance to the park being upgraded at a cost of \$450.⁵⁷ In 1917, the baseball field received \$728 worth of drain tiles.⁵⁸

NORTH EXTENSION ACQUISITION

Although the financial shortage was not fully resolved, the years following World War I did bring a brief surge of park investment. On April 7, 1919, the Alderman of the Seventeenth Ward, George C. Campbell, introduced a resolution to the Common Council:

To acquire a piece of land bounded north by Burnham Heights, east by Pine Street, south by the center line of Idaho Street extended and west by Howell Avenue. Southwest 1/4 Section 9, 17th Ward and all of Blocks 7,8,9,10, and 11 in Burnham Heights being a sub-division of a part of the Southwest 1/4 of Section 9, 17th Ward.⁵⁹

A review of the proceedings of the Common Council during the balance of 1919 reveals that Alderman Campbell spent considerable effort to advance his proposal to success. However, he was defeated in his re-election campaign and the action on the resolution was indefinitely postponed.⁶⁰

Alderman Paul Gauer, elected in 1920 to a four year term, placed a similar resolution before the Common Council on July 1, 1920.⁶¹ The resolution was adopted on July 12, 1920, and proceedings to acquire the necessary lands, by condemnation, were initiated.⁶² On March 14, a jury so appointed, agreed to condemnation.⁶³ On April 4, 1921, the Common Council voted to take the property.⁶⁴ Finally, on October 16, 1922, it was resolved to pay the amount prescribed. Of the approximately 27.5 acres of land involved in the proceedings, the 20.5 acres located immediately to the north and adjacent to the existing park were owned by the heirs of the original "Wilcox Tract"

owners. Much of this site was formerly the home of the Sanderson Brick Works. This piece of land was acquired for \$62,206. Most of the smaller lots taken in the Burnham Heights subdivision were each valued well under \$1,000, but two lots in particular were of greater value. Lot 12 Block 10 went for \$2,100, and Lot 11 Block 9 for \$2,780. 65 The reason that these two lots were more expensive is that they had residences erected upon them. The two dwellings were removed and relocated to the area immediately west of Howell Avenue. One property is the home which now stands at 359 E. Schiller Street. The other home rests at 2916 S. Austin Street.

While the proceedings to condemn the 27.5 acres were in progress, Alderman Gauer proposed an additional resolution which would have acquired, through condemnation, the area from Montana Street north to Russell Avenue and from Howell Avenue east to Taylor Avenue. 66 Probably because this area was much more populated and the cost of acquisition would have been considerably higher, that resolution was indefinitely postponed and efforts on Alderman Gauer's part to have it re-introduced for action were unsuccessful. 67

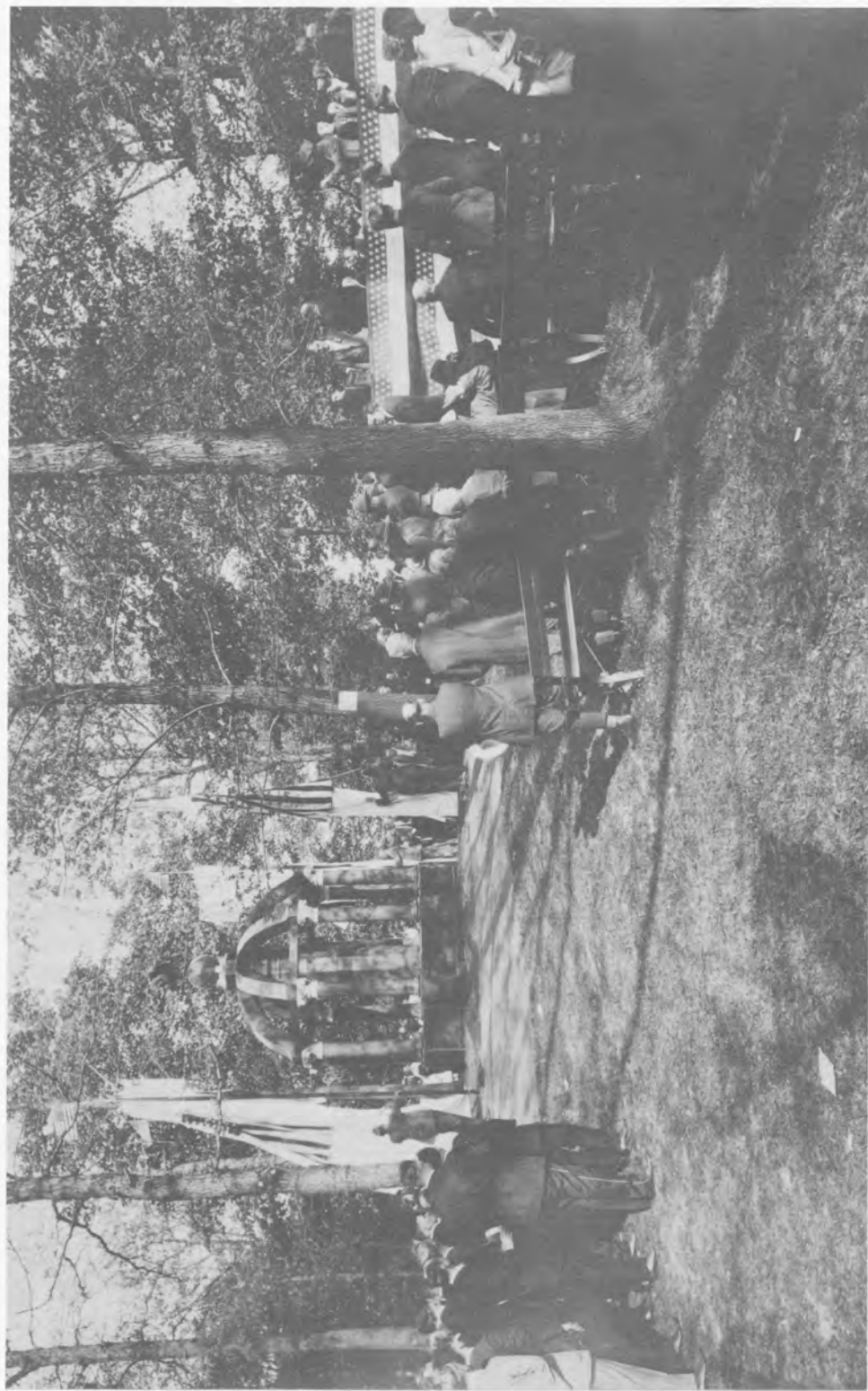
The acquisition of the 27.5 acres of additional park land in 1922, when added to the original site obtained in 1890, created a park 73.734 acres in size and it remains so today. The purchase price for the original tract was \$121,984. The purchase price for the latter tract was \$97,593. Thus the total land price for the park was \$219,577, or just under \$2,978 per acre.

WAR MEMORIAL ERECTED

The culmination of World War I resulted in the formation of the Bay View Homecoming and Reconstruction Commission. Gustave A. Fritsche was General Chairman, Bernhard C. Korn was General Secretary, and the balance of members was a strong representation of the elite of Bay View's professional and business leaders.



WORLD WAR I MEMORIAL ERECTED IN 1921



DEDICATING THE MEMORIAL 22 MAY 1921

On February 24, 1919, they sent a petition to the Park Commissioners, to have the name of Humboldt Park changed to Pershing Park. That request was not honored.⁶⁸ They did succeed, however, in procuring an impressive monument dedicated to the memory of the men from Bay View, who had served their country during that past conflict, especially those who had sacrificed their lives in that cause. Raising some \$15,000 in popular subscriptions, the Committee procured a red, open-top kiosk made of Wisconsin Granite from the American Granite Company. The monument was twenty feet high and twelve feet in diameter. It was erected upon an eight-sided base with one side open for access. The base was surmounted by eight, round, six-foot high pillars topped with cornices. The center was an eight-sided shaft to which the side pillars were joined to form a dome. The dome was surmounted by a ball which served as a base for a bronze replica of an American Eagle with wings spread. A bronze plaque, cast by the American Art Bronze Foundry of Chicago, affixed to the center shaft contained the names of the twenty-two Bay View servicemen who gave their lives during the "War to End All Wars."

The monument was erected in Humboldt Park on a slight rise located midway between the lagoon and Oklahoma Avenue. The dedication of the memorial which took place on May 22, 1921, honored twelve hundred men who served our country. The dedication was preceded by a mile-long parade which formed at South Kinnickinnic and East Lincoln Avenue at 2:00 P.M. The parade chairman was Mr. George Merideth, and consisted of several thousand marchers representing many Bay View organizations and societies. The Wisconsin National Guard was represented by three troops of cavalry and two companies of infantry. Five bands provided the music, among which were the fine bands of the Police Department and the Letter Carriers.

Following the parade, in the presence of some 20,000 attendees, Gustave A. Fritsche formally presented the memorial to Mayor Daniel W. Hoan who accepted it on behalf of the City of Milwaukee. This was followed by a stirring

address by Wisconsin Governor John J. Blaine, suitable band selections, vocal solos, and patriotic group singing by the public in attendance.69

Also in 1921, the initial work was begun to accommodate outdoor electrical lighting in the park, with posts erected and cables buried. A new Roadster (\$567) was purchased for the park foreman and his house was wired for electricity (\$225).70

IMPROVING THE NEW ADDITION

For the next several years, installation of electric lighting was continued, but little was done to improve the original park site. Major landscaping, however, was necessary to prepare the new acreage for public use. For instance, in 1925 alone, some 11,000 cubic yards of ground were moved which would indicate that the area must have been quite different than the rolling hills we see today.

In 1924, a hockey rink was prepared for \$500. In 1925, a new baseball field was graded, drain tiles laid, and a wire mesh backstop was erected (\$4,638).71

By 1928 the new addition was virtually completed, the Commission having spent \$7,510 for grading, \$45,857 for improvements, \$4,733 for walks, \$5,667 for the water system, and \$15,722 for plantation, seed, and sod. The new road which was constructed, and which remains today, cost \$34,865. 72 The lagoon was enlarged to the size it is today at the cost of \$4,870, and horse shoe (\$863) and lawn tennis (\$3,782) courts were constructed.73 It was also in 1928 that the original east-west carriageway was removed and the roadbed filled and landscaped.

DEPRESSION YEARS

The Stock Market Crash of 1929 and the ensuing Great Depression caused terrible financial hardships for many Milwaukeeans. Many lost jobs through plant closings, property was lost through mortgage foreclosures, and many

lost assets through the failures of savings institutions. Inadequate financing for the maintenance, development and expansion of park facilities had long plagued the City Park System and the depression caused further constraints on budgeted financing.

Ironically, however, the depression proved to be of benefit to the parks. Relief programs were created to provide jobs for the many thousands who were unemployed, and the parks were the direct recipients of some of the City, State, and Federal funds that were made available.

The Common Council had formed a Special Committee on Unemployment and to this group was proposed, in the spring of 1931, a number of projects which affected Humboldt Park. One was the grading and shaping of the 180 foot strip along Logan Avenue. (Labor cost \$4,320 i.e. ten men for ninety days at \$4.80 per day or \$.60 per hour)

Another more recognizable project was the installation of a park drive connecting the new road, finished in 1928, with the southern edge of the park at Pine Avenue. The work was projected as requiring the grading of 4,800 yards of material involving a labor cost of \$8,640. (Twenty men for ninety days at the same rate indicated above) To offer employment to more men the above figures were later adjusted to a choice of either ninety men for twenty days, or one hundred eighty men for ten days.

The roadway, having thus been subgraded in early 1931, awaited completion. On September 8, 1931, the Common Council unanimously approved the paving of same plus the installation of curbing. The work on the new road was completed in 1932.

Unemployment laborers were also used to excavate the basement for the new Band Shell erected in that same year. In fact, the last of the major improvements to Humboldt Park while under the control of the city, were

the erection in 1932, of a new service building for \$16,210 and a band shell for \$8,855. 74 I quote from the Annual Report of that year:

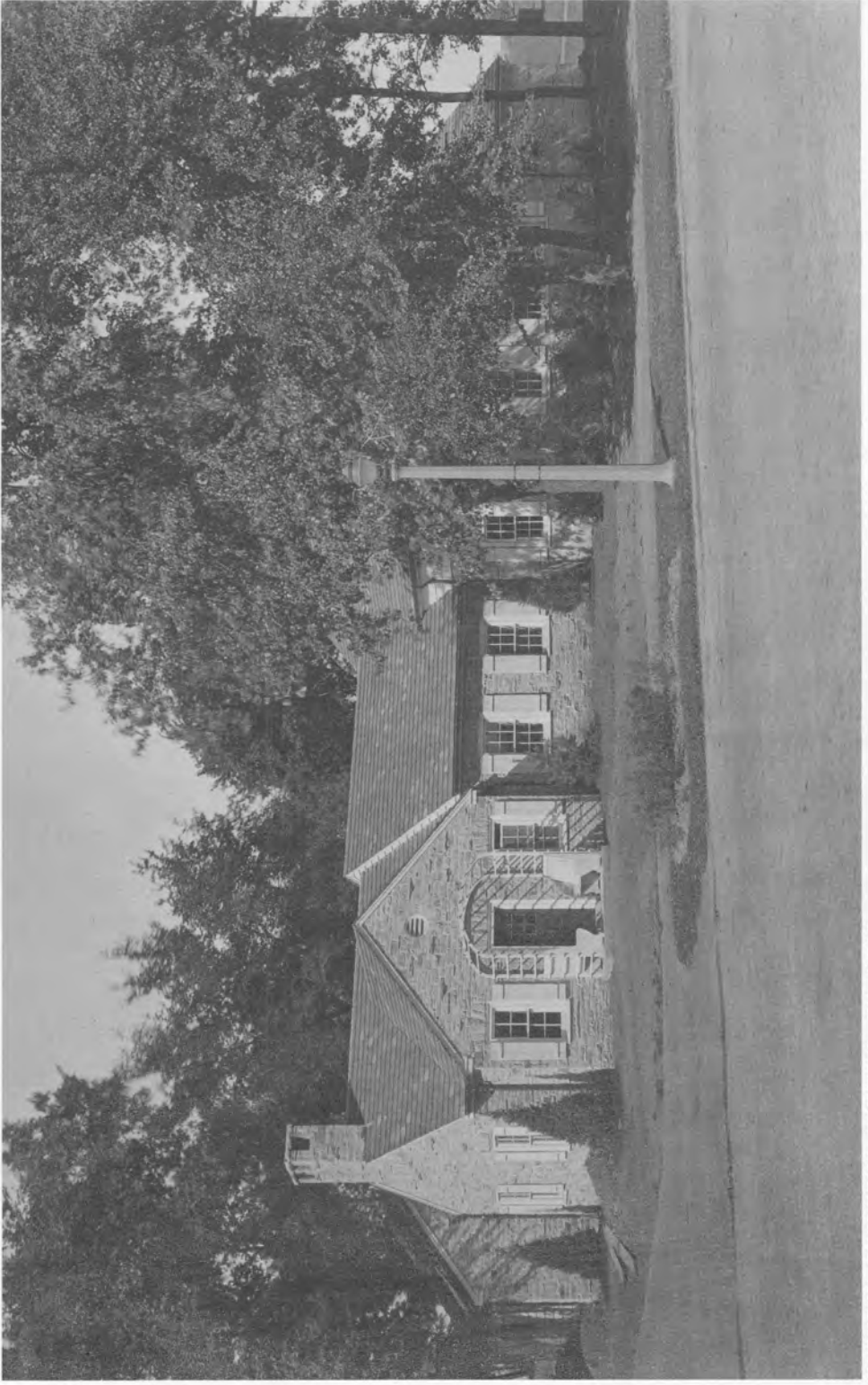
In Humboldt Park, a substantial service building of early American design was completed which serves as a general parks storage, maintenance, and repair shop. Due to its prominent location in the very center of the park, and to conceal its practical shop interior, the building was constructed of stone with wood trim and designed to give the impression of a New England farm home. The adjoining yard is enclosed with a rustic fence of chestnut saplings to complete the desired affect.

A modern music shell to replace an antiquated band stand was erected in Humboldt Park. This structure is unusual as it is the first of its type employing the interlocking arch construction for the frame work and to be covered with tempered pressed wood fibre water-proofed material. With this type of shell, the interior of which is coated with aluminum, and it's indirect lighting system carried in concealed troughs, it is possible to reflect both sound and light to great distances. The superstructure is erected on a concrete basement which permits utilizing this area for storage or other purposes.

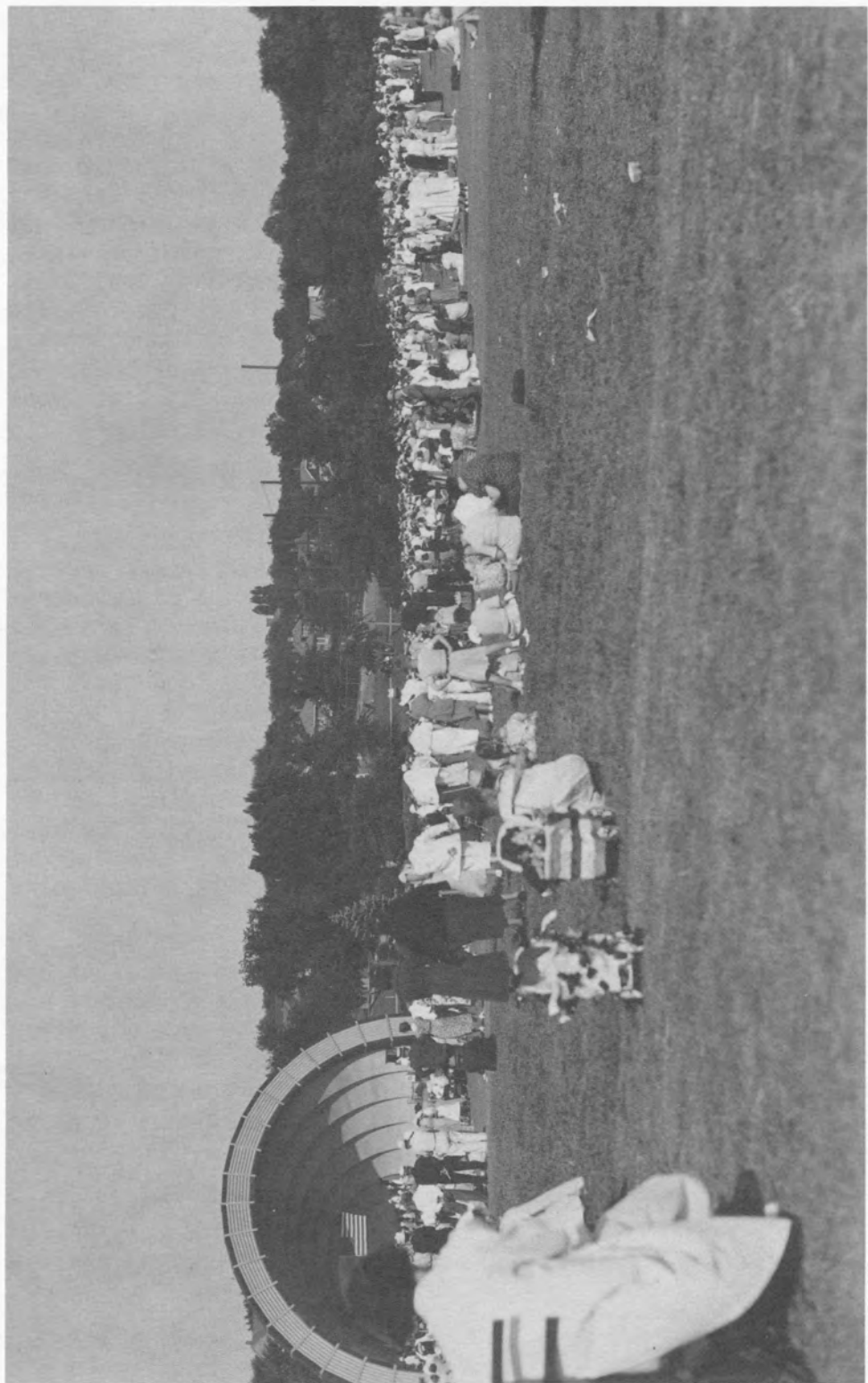
The band shell will seat one hundred musicians and two hundred choristers. It is located so as to provide for more than twenty thousand people seated on a gradual ascending lawn, covering an area of five hundred feet or more.

This new shell was formally opened to the public on September 1, 1932, with a band concert rendered by the Park Board Band.75

At the dedication, held on a Thursday evening at 7:45 P.M., John J. Handley, President of the Board of Park



SERVICE BUILDING ERECTED IN 1932



FOURTH OF JULY AT THE NEW BAND SHELL ERECTED IN 1932

Commissioners, gave the opening address. Bay Viewite, Paul Gauer, President of the Common Council responded for the City of Milwaukee and William Frederick, Chairman of the Humboldt Park Fourth of July Committee, accepted on behalf of the citizens of Milwaukee. In addition to the selections rendered by the Park Board Band, under the baton of William F. Koch, Director, the Milwaukee Liederkrantz Society, directed by Otto Singenberger performed several vocal selections. There was also a vocal solo by Clementine Malek and she was later joined by Elsa Bloedel in rendering a vocal duet.

THE LAST CHAPTER

In 1933, 1934, and 1935, funds for park improvements were not available and the operating budget was greatly reduced. In April, 1936, a referendum was put before the voters of Milwaukee which resulted in a clear cut directive for the City of Milwaukee to transfer its parks and their employees to Milwaukee County Government.

On November 12, 1936, Humboldt Park, which was one of 1,498 acres of parks and parkways, became the property of the County of Milwaukee. As stated earlier, it's land cost was \$219,577. To this must be added the cost of improvements (1891-1931) of \$316,995, giving a total valuation of \$536,572. 76

The history of Milwaukee County's Park System, up to and including the transfer period, is covered in a clear and interesting manner in the Milwaukee County Historical Society's book entitled Trading Post to Metropolis; particularly in the chapter, "Recreation, Entertainment and Open Space: Park Traditions in Milwaukee County," by Harry H. Anderson, pages 255-323.

Fortunately, Humboldt Park survived those difficult early years, and under the able supervision of the Milwaukee County Supervisors and the County Park Commission it entered into a new period of its history.

That new historical era, with its post-depression problems followed almost immediately with World War II, was a difficult time for Humboldt Park and its administrators. However, I feel confident that the visionaries of 1889 could look down with pride at the efforts of those men and to what they accomplished, and to century-old Humboldt Park which continues to provide so many citizens with so much pleasure, yet today.

March, 1990

Endnotes

1. Milwaukee Sentinel, Jan. 1, 1883, p. 2, col. 3
2. Annual Report of the City of Milwaukee Board of Park Commissioners, (hereafter ARPC), #25, 1915, pp. 6-7
3. Minutes of the meetings of the City of Milwaukee Board of Park Commissioners (hereafter MBPC), June 18, 1889
4. Milwaukee Sentinel, July 21, 1889, p. 3, col. 1
5. MBPC, Jan. 15, 1890
6. Milwaukee Sentinel, July 23, 1889, p. 4, col. 5
7. Ibid., Jan. 24, 1890, p. 4, col. 3; Feb. 16, 1890, p. 10, col. 7
8. Ibid., Feb. 27, 1890, p. 3, col. 1
9. Ibid., Feb. 28, 1890, p. 4, col. 7
10. Ibid., Mar. 14, 1890, p. 4, col. 5
11. MBPC, Apr. 22, 1890
12. Milwaukee Sentinel, May 2, 1890, p. 3, col. 2
13. Ibid., May 6, 1890, p. 1, col. 6
14. Ibid., May 7, 1890, p. 3, col. 1
15. Ibid., May 16, 1890, p. 3, col. 5
16. Ibid., May 17, 1890, p. 4, col. 7
17. Ibid., May 20, 1890, p. 3, col. 3
18. Ibid., June 2, 1890, p. 1, col. 2.
19. Ibid., June 4, 1890, p. 4, col. 2
20. Ibid., June 5, 1890, p. 4, col. 6

Endnotes (continued)

21. Ibid., June 8, 1890, p. 4, col. 2; June 11, 1890, p. 4, col. 2
22. Ibid., June 17, 1890, p. 1, col. 5
23. Ibid., June 29, 1890, p. 10, cols. 1-4
24. Ibid., July 2, 1890, p. 5, col. 3
25. Ibid., July 3, 1890, p. 3, col. 2
26. MBPC, Aug. 29, 1890
27. ARPC, #1, 1891, p. 18
28. Ibid., pp. 6, 21, 25, 26, 32
29. Ibid., p. 25
30. ARPC, #2, 1892, p. 22
31. MBPC, Feb. 2, 1892
32. ARPC, #3, 1893, p. 11
33. ARPC, #4, 1894, pp. 9-11
34. ARPC, #5, 1895, pp. 6, 9
35. ARPC, #6, 1896, p. 11
36. ARPC, #7, 1897, p. 11
37. MBPC, Nov. 5, 1898
38. ARPC, #9, 1899, pp. 20-21
39. MBPC, Sept. 20, 1900
40. ARPC, #10, 1900, pp. 17-18, 22
41. ARPC, #11, 1901, p. 13

Endnotes (continued)

42. MBPC, Dec. 20, 1901, Jan. 6, 1902, Dec. 5, 1902,
July 6, 1903
43. ARPC, #13, 1903, p. 10
44. ARPC, #14, 1904, p. 8
45. ARPC, #15, 1905, pp. 24, 36
46. Proceedings of the City Of Milwaukee Common Council
(hereafter PCC), Aug. 22, 1904
47. PCC, May 2, 1904, p. 81
48. PCC, June 19, 1911, p. 308
49. ARPC, #16, 1906, pp. 8, 15
50. ARPC, #19, 1909, pp. 6, 15, 20
51. ARPC, #20, 1910, pp. 6, 7, 23, 42
52. PCC, Apr. 16, 1906, p. 1,582
53. PCC, Feb. 4, 1907, p. 1,230
54. ARPC, #20, 1910, p. 11
55. ARPC, #21, 1911, p. 44
56. ARPC, #25, 1915, pp. 14, 76
57. ARPC, #26, 1916, pp. 8, 70
58. ARPC, 27, 1917, p. 75
59. PCC, Apr. 7, 1919, p. 1,179
60. PCC, Dec. 15, 1919, p. 932
61. PCC July 1, 1920, pp. 139-41

Endnotes (continued)

62. PCC, July 12, 1920, p. 286
63. PCC, Mar. 14, 1921, p. 1,222
64. PCC, Apr. 4, 1921, pp. 1,320-22
65. PCC, Oct. 16, 1922, p. 766
66. PCC, Dec. 13, 1920, p. 801
67. PCC, May 29, 1922, p. 165
68. Records of the Park Commission, Milwaukee County Historical Society (hereafter RPC), Box #1
69. Milwaukee Journal, May 22, 1921, part 2, p. 1, cols. 2-3; May 23, 1921, p. 4, cols. 1-7
70. ARPC, #31, 1921, p. 49
71. ARPC, #35, 1925, p. 7
72. ARPC, #38, 1928, p. 117
73. Ibid., p. 48
74. ARPC, #42, 1932, p. 31
75. Ibid., p. unnumbered
76. ARPC, #45, 1935, pp. 33-35

