

## **Second report of the Board of Commissioners of the Department of Parks for the City of Boston, 1876.**

### **Contributors**

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Royal College of Surgeons of England

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# New York Orthopædic Dispensary

## AND HOSPITAL,

(FOR CHILDREN WITH SPINE AND HIP DISEASES AND OTHER DEFORMITIES,)

No. 126 EAST FIFTY-NINTH STREET,

BETWEEN FOURTH AND LEXINGTON AVENUES.

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*Open from 1 to 3 P. M. (Sundays and legal Holidays excepted) for the Reception and Treatment of Patients.*

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OBJECTS OF THE INSTITUTION.—“To furnish treatment to the poor, with special reference to the Diseases and Deformities of the Spine and the Hip Joint, and other of the more serious diseases of the bones and joints requiring surgical and mechanical treatment, and for giving instruction in the same.” All cases of deformity besides those mentioned, including Club-Foot, Lateral Curvature of the Spine, Infantile Paralysis, Bow-Legs, &c., are received and treated.

RULES GOVERNING THE ADMISSION OF PATIENTS TO THE DISPENSARY DEPARTMENT.—Professional services are rendered gratuitously. Those who can afford to do so are expected to reimburse the Institution for the actual cost of apparatus. Payment for apparatus is received in installments, if required. Apparatus, however, is never *sold* to patients or others—the Institution reserving the right to remove the apparatus and discharge any patient not complying with the directions of the Surgeons. Apparatus will not be supplied in any case that does not come under the immediate care of the Institution.

RULES GOVERNING THE ADMISSION OF PATIENTS TO THE HOSPITAL DEPARTMENT.—Any suitable Orthopædic case between the ages of four and fourteen may be admitted. Board, \$4 per week. Application for admission may be made to the House Surgeon during the regular Dispensary hours.

THE BUILDING occupied was constructed especially for the use of the Dispensary and Hospital. It is four stories high—25 by 100 feet on the ground floor, which is used for Dispensary purposes. It has two wards, 18 by 60 feet, with accommodations at present for 24 in-door patients, a sun-room and an infirmary. It is also equipped with a six-horse power steam engine, and a large and completely appointed mechanical room, where the apparatus used is manufactured.

THE MEDICAL PROFESSION and the public generally are invited to visit the Institution.

THE INSTITUTION is supported by the contributions of the benevolent. Contributions, which are earnestly solicited, may be sent to JAS. K. GRACIE, Treasurer, 87 New Street.



OPPORTUNITIES FOR THE STUDY OF ORTHOPÆDIC SURGERY, BOTH IN DIAGNOSIS AND TREATMENT, WILL BE AFFORDED MEMBERS OF THE MEDICAL PROFESSION AND MEDICAL STUDENTS, ON APPLICATION TO THE ATTENDING SURGEON IN CHARGE, DURING THE AUTUMN, WINTER AND SPRING.

A course of Lectures on Orthopædic Surgery (to be duly announced) will be given by the Attending Surgeon in Charge during the Autumn and Winter of 1890 and 1891.

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### LEGACIES TO THE DISPENSARY.

As Legacies intended for this Charity may be lost to the Institution through defects in the phraseology by which the bequests are made, it is, therefore, desirable that the subjoined form be carefully followed by persons designing to make charitable devises to the objects of this Dispensary.

### FORM OF BEQUEST.

*I bequeath to my executors the sum of \_\_\_\_\_ dollars, in **TRUST**, to pay over the same in \_\_\_\_\_ after my decease, to the person who, when the same is payable, shall act as Treasurer to the New York Orthopædic Dispensary, organized in 1866, and incorporated in the year Eighteen hundred and sixty-eight; to be applied to the benevolent uses and purposes of said Dispensary, and under its direction.*



*W. H. P. Bond m*

SECOND REPORT

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OF THE

BOARD OF COMMISSIONERS

OF THE

DEPARTMENT OF PARKS

FOR THE

CITY OF BOSTON.

1876.



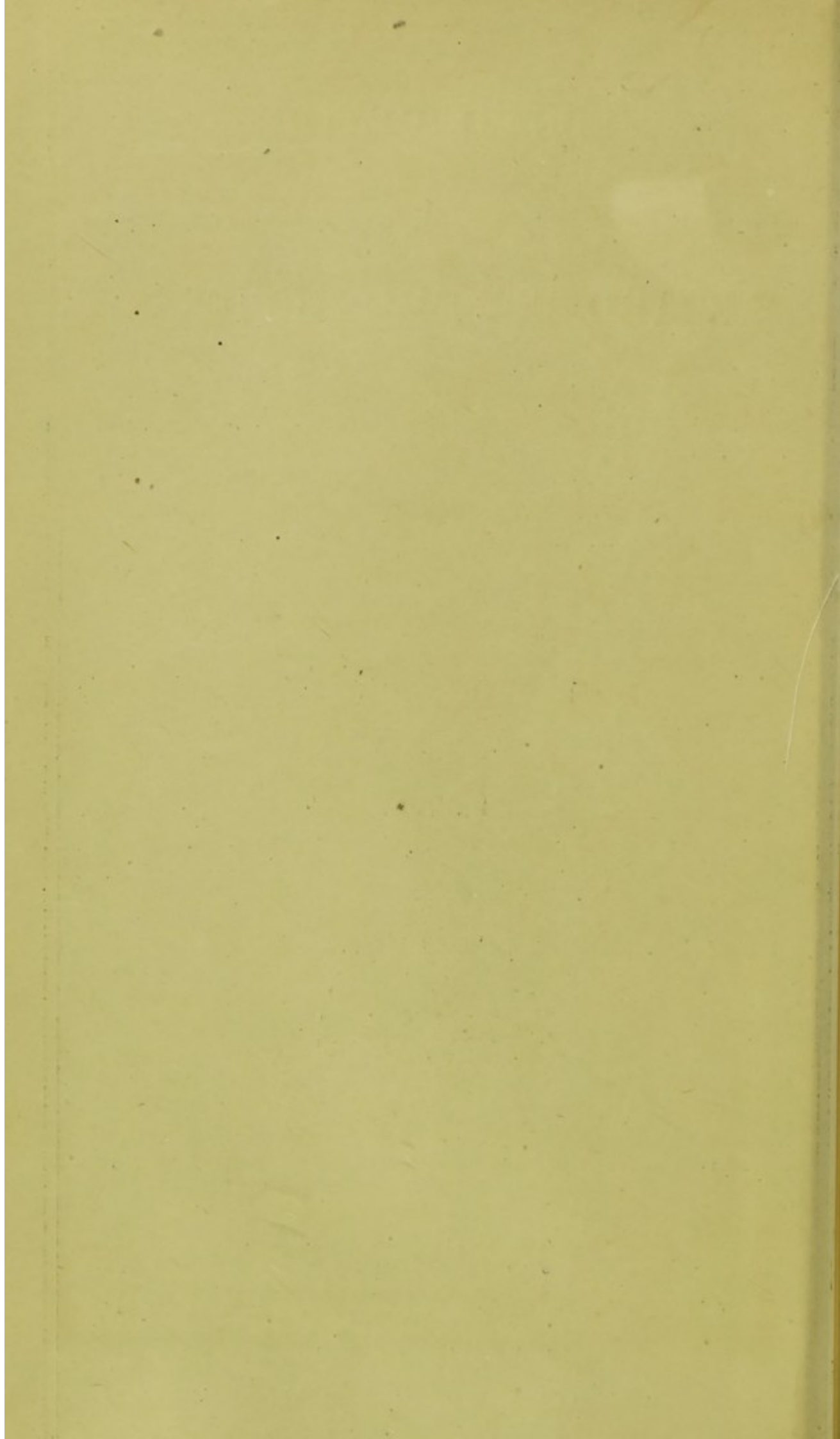
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1876.







# CITY OF BOSTON.

City Document No. 42.

## SECOND REPORT OF THE BOARD OF COMMISSIONERS OF THE DEPARTMENT OF PARKS FOR THE CITY OF BOSTON, 1876.

*To the Honorable the City Council of the City of Boston:—*

The Commissioners appointed under the act entitled "An Act for the laying out of Public Parks in or near the City of Boston," have the honor to submit the following report, as supplementary to that of January 1, 1876.

In pursuance of their "power to locate within the limits of the city one or more public parks," with the limitation, "that no land shall be taken, or other thing involving an expenditure of money done, until an appropriation, sufficient to cover the estimated expense thereof, shall have been made by a vote of two-thirds of each branch of the City Council of said city," the Commissioners have located several parks and prepared estimates of the expense thereof, as required by said Act.

In selecting the hereinafter-described lands and recommending them as suitable for public parks and park-ways for the present and future needs of the city, the Commissioners have been guided by the following considerations:—

1st — *Accessibility*, for all classes of citizens by walking, driving, riding, or by means of horse or steam cars.

2d — *Economy*, or the selection, so far as practicable, of such lands as are not at present income-producing property, and would least disturb the natural growth of the city in its business and domestic life, and of those which would become relatively nearer the centre of population in future years.

3d — *Adaptability*, or the selection of lands possessing in the greatest degree the natural physical characteristics necessary for park purposes, and requiring the least expenditure for subsequent development.

4th — *Sanitary advantages*, or the selection of such lands as would probably become unhealthy, if neglected or built upon.



In considering the first of these conditions, accessibility, attention was directed to the relative density of population in the different sections of the city. The following table, without being absolutely accurate, is sufficiently correct for the purposes of this report:—

District.	Population.	Acres.	Pop. per Acre.
Old Boston,	141,000	1,570	89
South Boston,	54,000	900	60
Charlestown,	34,000	600	56
Roxbury,	50,000	2,100	24
East Boston,	29,000	1,585	18
Dorchester,	16,000	4,533	3½
Brighton,	6,000	3,000	2
West Roxbury,	12,000	8,000	1½
<hr/>			
Population . . . . .			342,000
Gross acreage . . . . .			22,288
Average population per acre . . . . .			15½

It thus appears that Old Boston, South Boston and Charlestown are to day the districts having by far the largest average number of inhabitants per acre, and contain over 66 per cent. of the whole population.

As the area required for business structures increases, the volume of inhabitants will necessarily decrease, while the territory to the west and southwest will not only receive the exodus from the first-mentioned districts, but must also provide homes for its own natural growth.

These three districts will, nevertheless, for many years contain a dense population, farther removed from any open country than either of the above-mentioned districts. As the city as yet includes no territory north of Charlestown, any parks within the city limits for the people of that district must be located in the more unoccupied country to the west and southwest.

Such parks would of course be reached with greater ease by the people of all the other districts of the city, East Boston only excepted, which, from the peculiarity of its location, has received independent treatment.

The second and third conditions—economy and adaptability—have close relations to each other. Many large tracts of land in the suburbs are unoccupied in the main, because their surfaces are of so abrupt, irregular, or rocky a character as to require excessive cost for grading, or of so low a grade as to be rendered unfit for ordinary building purposes. Such regions command a comparatively low



market value, even when surrounded by dwellings, but they may be made, under skilful treatment, to combine the most varied and beautiful of park scenery, or else render an equally important service to the public in securing increased health and cheerfulness.

### THE GENERAL PLAN.

The "Report on the Establishment of a Public Park" (City Doc. 105, 1874) recommends, —

*First*, that, in view of the present grade, and of the class of buildings which may be erected there, a park be laid out in some part of the territory between Arlington street and Parker's hill.

*Second*, that a series of parks of moderate size, connected by proper roads, be laid out between the third and fourth mile circles; and that the land for a second series of larger size, beyond the first, be secured at once; these outer parks need not be improved until the growth of the city makes it necessary."

The study which the Commissioners have given to the topography of the city, during the past six months has led them to the same general conclusions. The difficulty has been so to apply these ideas as to accomplish the purpose in a manner which would prove to be reasonably successful and satisfactory to all interested immediately and in the future.

The plan which is herewith submitted undertakes to secure, in a greater or less degree, the prominent physical characteristics to be found within the city which would be valuable features in pleasure-grounds, and to use them so that they may contribute to the general health and pleasure of the people.

It is too late to accomplish these purposes in some localities as well as could be desired. Existing railroads, streets and grades, many of which were established independently of each other, have already determined the general character of the surface improvements, and any scheme for public grounds must, in the main, conform to these conditions. This lack of a comprehensive plan for the laying out of a large city is, with comparatively small exceptions, everywhere apparent. The growth of Boston, from its infancy, (as shown in its streets) has, till within a very few years, been without method, dependent chiefly upon the individual fancy or convenience of property owners, instead of being directed by municipal authority; this objectional policy is still practised in the suburbs, and will entail like results. Since the town became a large city the inconvenience of this want of system has compelled the government to expend



large sums, in partially correcting these irregular lines and grades, and in compensation to owners of property taken for these purposes. Uneconomical in lands and distances as this accidental growth of a city always is as affecting the practical affairs of life, it is not without some compensation in its greater picturesqueness. A city on a level plain with rectangular streets is doubtless laid out on the most convenient plan for the daily work of its citizens, but it is likely to be monotonous from its excessive regularity.

While, therefore, it has been impracticable to design a system or "series" of parks, accurately speaking, it has been possible to locate several independent parks, connected with each other, and corresponding, to a reasonable degree, with the ideas expressed in the report of 1874.

The plan now offered, and described in detail, includes water-fronts at City Point and Savin Hill, on the harbor, and on Charles river, as points of primary importance. Any plan which neglected to use these distinctive features of a sea-board city would not be worthy of the situation.

Between the waters of Charles river and Dorchester bay two urban parks are located, one each on the Back and South bays. The most prominent natural feature in the topography of the city is Parker Hill, a part of which has been taken and connected with the Back Bay Park, both for convenience, and in order to secure the effect of a long vista to and over Charles river.

These water-fronts, with their intermediate parks, complete the inner "series" of proposed improvements, and may, for convenience, be called the urban park system.

The commissioners have felt that the Back and South Bay parks were, in fact, matters of prime necessity, rather than choice, in a sanitary sense, and that no suburban parks, however beautiful and extensive, would at all compensate, either now or in future years, for the want of open spaces in these low and dangerous localities, bordering as they do upon the most densely inhabited parts of the city.

The first series of suburban parks has been selected with a different motive, inasmuch as local sanitary considerations, though always incidental, are not controlling. The large extent of unoccupied country between the fourth and fifth mile circles offers a broad field for choice, and the Commissioners have found themselves at liberty to consider the subject, comparatively free from the limitations existing in the more thickly settled districts.

The character of these outer parks should be essentially rural. They should possess a variety of surface, sufficient



elevation to secure purity of air, a good degree of picturesqueness, and, in parts, extensive views. If some portions are already in wood, and others in meadow, with the outer limits well disguised, and with opportunities for ornamental water, all the best elements are combined.

Such a piece of land is not a park, but it may be transformed into one, both quickly and without great expense. Two locations answering to these requirements in a remarkable degree, easily accessible, and sufficiently large to meet the immediate wants of the people, have been selected.

The western location is in the Brighton district, directly east of and adjoining the Reservoir lands; the southern and larger one is in West Roxbury, on the high land, lying between the two valleys in which are the Boston and Providence and the New York and New England Railroads.

As a unique feature in the suburban system, Jamaica pond, with its immediate surroundings, has been included in the plan. These various locations will, immediately or eventually, be connected with each other, and also with the inner system, by park-ways, as hereinafter described. For reasons which are mentioned further on, a second and outer series of suburban parks has not at this time received attention.

For East Boston, a local park has been selected, on West Wood Island, which has a water-front; but it is believed that the people of that district, will, in common with the general public, largely make use of the parks above referred to.

The scheme thus briefly outlined, includes the two systems, urban and suburban, the former having water-fronts on the harbor and the river, with intermediate parks; the whole designed mainly with reference to the requirements of the public health, but valuable also for the daily pleasure of the citizens; the latter, selected more with reference to the recreation of the people, will also, as the city grows, become essential to the health of the population then living in their vicinity.

Referring to sanitary considerations, always paramount to such as are purely financial, the report of 1874 says:—

“Nothing is so costly as sickness and disease; nothing so cheap as health. Whatever promotes the former is the worst sort of extravagance; whatever fosters the latter is the truest economy.”

“The population in the territory within the six-mile circle from the State House has doubled every eighteen years since 1820; at this rate 1,700 acres” (comprising the area bounded by a line from Charles river to Arlington street, Dover-street bridge, Albany and Dudley streets, Longwood avenue, Cottage Farm station to point of starting on Charles river)



will be entirely occupied in less than twenty years. More than 150,000 people will then be living between Arlington street and Parker's hill. This district is a natural cesspool; from its centre the land rises to the highlands of Roxbury, to Parker's hill, and even towards Washington and Arlington streets. If it be filled to the grades of twelve feet above mean low water for the cellars, and eighteen feet for the streets, which are the ones established for what has been hitherto filled, there will be a large and densely populated district, into and over which will flow the surface drainage and much of the filth from an extensive tract of a higher level nearly all around it. It is easy to predict that the death-rate, not only of that district, but of the whole city, will be alarmingly increased unless stringent measures are adopted to prevent such misimprovement."

#### FINANCIAL CONSIDERATIONS.

The estimated expense of the purchase or taking of the various locations hereinafter described has been based throughout upon the assessed valuations of 1875. The Commissioners are of the opinion that these valuations are fully up to the real market values of the properties at this time.

While they do not wish to be understood by the tenor of this report as intending to express an opinion in regard to the wisdom of making appropriations at this time for the large expenditures necessary for securing the parks as located, leaving that important consideration with your Honorable Body, where the Act has placed it, it should be kept in mind that so far as the locations are, at the present time, unimproved and non-income-producing properties (and this is the condition of nearly the whole), the transfer of the fee from individual owners to the city will not in any degree affect the aggregate income of the community.

#### FINANCIAL EFFECT OF PARKS.

In the "Report on the Establishment of a Public Park" (City Doc. No. 105), the Commissioners say:—

"We think that money so expended will be well invested, and quickly returned, by betterments, and by the increase in taxable value of all surrounding property. In this connection it will not be out of place to see what has been done elsewhere, and what have been the results."

This opinion would appear to be justified by the recent experience of other American cities, as is shown by the accompanying table condensed from the same report:—



CITIES.	Park estab- lished.	Real estate val- uation same year.	Acreage of parks.	Cost of lands and improve- ments.	Average in- crease real estate valua- tion.	Increase real estate valu- ation next parks.	Increase real estate valu'n next parks beyond gen'l average.
New York . . .	1857	\$352,343,633	937	\$13,902,515	143 per ct.	768 per ct.	625 per ct.
Baltimore . . .	1860	131,540,072	685	1,575,000	69 " "	400 " "	331 " "
Brooklyn . . .	1866	123,000,000	550	9,000,000	62 " "	117 " "	55 " "
Philadelphia . .	1867	445,563,321	3000	7,237,000	21 " "	400 " "	379 " "
Chicago . . . .	1868	174,505,410	1897	6,232,753	34 " "	400 " "	366 " "

The report furthermore says : —

“ It thus appears that while the increase of the cities has ranged from 21 to 143 per cent., the increase of the lands adjoining their parks has ranged from 117 to 768 per cent.

“ While it would not be just to say that this remarkable growth in the vicinity of these parks has been entirely owing to their establishment, enough remains, after all reasonable deductions shall have been made, to show that they have been sources of large pecuniary profit to the communities in which they are situated.” . . . .

“ One of the strongest objections has been that Boston at this time should not increase its debt for any purpose not absolutely necessary. We think that the necessity exists from a sanitary point of view, and that the experience of other cities proves that the question of cost need not stand in the way of immediate action.”

INFLUENCE OF CENTRAL PARK ON TAXES.

The official records of the New York Central Park Commissioners, for its first decade, are instructive as bearing upon financial considerations.

The assessed value of the three wards surrounding the park was in 1858, . . . . .	\$26,429,565 00
The same in 1868, . . . . .	117,926,230 00
Showing an increase of . . . . .	91,496,665 00
And yielding an increased tax of . . . . .	2,433,811 29
The total cost of the lands and improvements, at the end of 1868, was . . . . .	10,463,965 33
The annual interest on which was . . . . .	623,844 90
Showing a gain in the taxes of the three surrounding wards, above interest on all the cost of land and improvements, of . . . . .	1,809,966 39

Even allowing that one-half of this excess of tax income over interest on cost of Central Park is due to the natural growth of the city, there still remains nearly one million



dollars, or nine per cent. on the whole cost, accruing to the public treasury in a single year as a profit upon the investment.

With the knowledge of such successful financial results in five other cities, it does not now require the same degree of courage as they displayed, to follow in a similar direction.

#### GENERAL INFLUENCE ON TAXES IN BOSTON.

While the Commissioners do not anticipate any such extraordinary local results from the establishment of parks in Boston, the system proposed in this report being general, instead of being centralized as in New York, and the benefit to estates, therefore, much more widely spread, they are of the opinion, that, within a very limited period, the same general result will obtain, and the rate of taxation will, thereby, be reduced rather than increased.

The influence of these parks will be such as not only to retain citizens within the limits, who would otherwise seek their domicile in neighboring towns, but it will also be to attract people and capital from the country to the city.

It is not an extravagant proposition, though unsusceptible of proof, that more taxable capital has been driven out of the city and invested in neighboring towns during the past twenty years, for lack of a frontage for dwellings similar to that around the Common and Public Garden, as would pay for the lands and improvements of the parks located under this Act, and that within ten years after laying out the said parks, a larger sum will be retained within the city, legitimately belonging to it, than the cost of these lands and improvements.

These remarks are not intended to convey the impression that there is any way to secure parks without paying for them; like all additions and improvements to the city, they will represent the result of human labor, to be paid for by the proceeds of productive industries.

In a limited sense, expenditures for parks are like those made for ornamental architecture and domestic decorations, and for amusements, theatres, music halls, and other luxuries appertaining to modern city life; though, unlike these, the enjoyment of parks is freely shared by the whole community.

#### PARK LOAN.

By the provisions of the Act, the expenses incurred for the actual purchase or taking of the lands for parks are to be defrayed by the issue of bonds to be designated "Public Park



Loan" made payable at such time as the City Council may decide, and the redemption of said loan is to be provided for by establishing a Sinking Fund, into which are to be paid all moneys received from betterments until such fund shall, with its accumulations, be sufficient to pay said loan at maturity.

#### BETTERMENTS.

The assessment of betterments due to the establishment of parks is a new problem in this city, and will require careful study whenever it shall come up for adjustment. The degree of benefit to adjacent lands will vary greatly in different localities; while, for instance, it may appear that lands in the vicinity of the urban parks and the park-ways as a whole will be directly benefited, to an amount nearly or quite equal to the first cost of the land taken, those adjacent to the large suburban parks would be increased in value in a much less ratio.

As the law allows two years after the taking of lands for parks, for the assessment of betterments, it has not been thought advisable to make any estimates of them at this time. It is not unlikely, however, that the gross amounts of betterments, with their accumulations, managed as is the custom of the city with its other sinking funds, would be enough to pay the park loan at its maturity, twenty-five or thirty years hence.

#### EXPENDITURES FOR IMPROVEMENTS.

For the improvement of the park-lands, it remains for the Council to vote moneys from time to time, to be raised by taxation, as may seem to it advisable, and as may be recommended by the Board of Commissioners, as is customary in other branches of the government; therefore, the Commissioners do not submit at this time any plans or estimates for the improvement of the locations. Justice to tax-payers, and a wise prudence in the management of the finances of the city, will suggest that expenditures for improvements should be spread over many years.

#### CHARACTER OF IMPROVEMENTS.

While the improvements of locations will necessarily differ in character, none should be elaborate. Especially should the sylvan features of the large parks be rigidly protected, and all costly artificial ornamentation be excluded. Simplicity of treatment, only, can harmonize with the natural



beauties of the grounds, while any unnecessary architectural or engineering display will be both a waste and disfigurement. Many of the noblest parks in England have, for centuries, been treated in this manner. "As a general rule, each element in their scenery is simple, natural to the soil and climate and unobtrusive, and yet the passing observer is very strongly impressed with the manner with which the views are successively opened before him, through the innumerable combinations into which the individually modest elements constantly rearrange themselves: views which often possess every quality of complete and expressive landscape composition."

On the other hand, some of the vast parks of France have been treated in the opposite, extremely artificial, style, with fountains, statuary, monuments, chateaux and gardens, probably because they were originally planned as royal residences, to meet the requirements of a highly extravagant manner of life.

But so extensive are these domains that some portions have always remained in their primitive wildness, and still give shelter to many animals in their natural state. To these splendid possessions the people of France have now succeeded.

#### NEW STREETS.

In locating some of the parks, it was necessary to consider the extension and widening of certain adjacent streets, already partly built, and also the laying out of entirely new ones. But the Board must not be understood as thereby trenching upon the functions of the Street Commissioners. The degree of success with which these extensions and new streets have been projected is the only claim for their consideration.

If the general direction of these new lines is approved and adopted by the proper authorities, with only inconsiderable changes, the boundaries of the parks affected will readily be made to conform; otherwise radical alterations will probably be necessary. The Commissioners anticipate no difficulty in this connection.

#### CHARLESTOWN DISTRICT.

The Commissioners regret that they are unable to recommend in this report any location for a park within the limits of the Charlestown district. No unoccupied land of sufficient area and appropriate character for the purpose exists. The best provision that can be made for the accommodations



of its citizens, at the present time, is to extend the Charles-river Embankment to Canal bridge, at Leverett street. as has been done, to enable them to reach the general system of parks in the pleasantest and most direct way.

Whenever the city shall acquire territory north of the Charlestown district, it will be necessary to provide one or more parks for the large and increasing population of that neighborhood. There are elevated lands within a short distance which are well adapted for pleasure-grounds.

#### PARK-WAYS.

Park-ways which differ from highways, by being designed with reference to recreation and ornamentation as well as traffic, are almost unknown in Boston; Commonwealth avenue and parts of Chester park being imperfect illustrations. Good examples exist, or are in process of construction, in New York, Brooklyn, Washington, Chicago, Buffalo, San Francisco, etc.

During the past twenty years Paris has added over eighty miles of such avenues within the city and its immediate environs, varying from 100 to 400 feet in width, bordered with malls and supplied with drives, walks, seats, etc., especially adapted to pleasure purposes, though, in many parts, serving also for ordinary traffic. So much have these noble avenues added to the health, comfort and beauty of the city that most of the capitals and large towns of Europe are making similar improvements, and they are now considered as essential parts of modern city construction. Among the best known instances in Europe may be mentioned Napoleon's "Avenue de l'Imperatrice," now called "Avenue de Bois de Boulogne," leading from the Champs Elysées to the Bois de Boulogne. It is 390 feet wide, has a broad driveway, a saddle-pad and promenades, trees, shrubbery and lawn, and is bordered by elegant houses and gardens, facing the avenue, though chiefly approached by streets from the outside. All classes of citizens and strangers are attracted by the gayety and animation of the spectacle always to be seen upon this beautiful park-way on fine days.

Another similar avenue is the "Prado" at Madrid, leading from one of the main streets of the city to a garden in the suburbs. It is also bordered by fine private and public buildings and gardens, and is thronged in afternoons and evenings with carriages, equestrians and promenaders. The "Prater" at Vienna, five miles in length, has a broad driveway, with foot and saddle-paths on either side, and is the most popular promenade of that capital.



The park-ways described in this report being suburban, may, perhaps, in parts, though not necessarily, be restricted to pleasure uses alone, and still not interfere with the traffic service of the neighborhood; experience only can decide this question. The lands adjoining them will rapidly become favorite building sites, and may also be approached by ordinary parallel streets in the rear or front. The private grounds bordering upon the park-ways will be cultivated and ornamented by the owners of the estates, and thus increase the apparent breadth and general pleasing effect. They will be laid out with sufficient liberality to accommodate all varieties of tastes and habits.

Under proper police regulations as to limits and times, parts of them may, perhaps, be used for driving at speed, as has been found to be both popular and safe elsewhere. If heavy traffic is excluded, the floors of the roadways can be kept in such condition as will add greatly to the comfort and safety of driving, and do much to encourage the use of pleasure equipages. The paths will be entertaining promenades. The soft pads will renew the excellent habit of saddle exercise, which, in consequence of the hard roads of the suburbs, has nearly become a lost art with the present generation. A sketch of a park-way as described accompanies this report.

#### USE OF PARKS.

The urban parks have been located as near as possible to the present densely occupied parts of the city, for the sanitary reasons before mentioned, and also to serve as everyday play-grounds, where the children can exercise with safety, and as resorts for their parents at the close of a busy day.

But it is believed that the extensive suburban parks will soon be found to be vastly more popular, and that their distance will not prevent them from being thronged during the warm months of the year. The love of rural scenery is universal, and the opportunity only is wanting to prove how thankfully the people will walk mile after mile from their city homes, if only they can find fields and woods where they are free to enjoy their holiday time. The cultivation of the old-fashioned and healthful habit of walking will not be the least of the blessings to follow from the laying out of these suburban parks.

#### ADJACENT TOWNS.

Many of the towns and villages in the neighborhood of Boston are justly noted for their natural rural beauty, and



PARK DEPARTMENT.  
CITY OF BOSTON.  
1876



STREET FOR TRAFFIC      BUILDING LOTS 200 FEET      DRIVE WAY 20 FT      SADDLE PAD 20 FT      DRIVE WAY 20 FT      BUILDING LOTS 200 FEET      STREET FOR TRAFFIC

SKETCH SHOWING ARRANGEMENT FOR PARKWAY WITH ADJACENT STREETS AND BUILDING LOTS.







the excellence of the taste displayed in dwellings and ornamental grounds. For the sake of securing space and pure air, an important proportion of persons engaged in daily business in the city are permanent residents in these adjacent towns. In driving through the many charming roads which wind among the hills and valleys of Arlington, Belmont, Watertown, Newton, and Milton, Boston appears to be already surrounded by a succession of parks supplied by private enterprise; and it has been suggested that, for this reason, the city has no occasion to create any parks of her own. This view is entirely fallacious. Beautiful as these roads now are, they are, year by year, losing their rural character; their roadside hedges are giving place to sidewalks with granite curbs, and the adjacent grounds are being cut up into house-lots. Every five years perceptibly crowds back the rural line farther from the old city. Many parts of the villages are losing their rural quality, without the compensation of city constructions. Even if this inevitable change were not steadily progressing, a change keeping pace with the prosperity of the community, the enjoyment of these roads is limited to a very small proportion of citizens. The mass of the people who are in the greatest need of what a park, properly speaking, supplies, rarely get among country roads; and when they do, the sight simply of fine grounds, from which they are as completely excluded as from the dwellings themselves, is rather tantalizing than refreshing. The agreeable sensation of freedom experienced in the atmosphere of parks is quite the opposite of that felt in looking over an enclosing wall into pleasure-grounds, no matter how beautiful and extensive.

Many families leave the city for nearly half the year, living in their distant country houses, or at the hotels among the mountains and at the sea-shore. For this class, comparatively independent as to their domicile, city parks are personally not essential. During the part of the year in which the city is the least attractive and parks the most so, they are away among the best of New England scenery. To them the city has become a place to live out of. Nothing in the way of pleasure-grounds can altogether change this, nor would it be desirable if possible. But the city can do something better by giving to the whole people common pleasure-grounds, finer in every way than the private park of the wealthiest citizen, upon the borders of which will be sites for dwellings, having the advantages of open space and pure air, and with a degree of permanence not to be found in the neighboring villages. The city will then become a place to live in. If the location of parks had been under-



taken a few years since, at the time, for instance, when the other large cities of the country secured theirs, certain eligible tracts nearer the city proper would naturally have been taken, which are now unavailable, having in the mean time become occupied by dwellings and streets.

The lands recommended in this report will in their turn be so occupied unless appropriated for public use; and whenever, subsequently, the city shall acquire parks, it will be necessary to go still farther from the centre of population, and presumably to fare worse.

#### BOUNDARIES.

The boundaries of the park-ways, and in some instances of the parks, have been run with only such precision as was required for the purposes of the work at this stage, the expense of thorough instrumental surveys not being deemed necessary. Whenever, through the action of the City Council, the Commissioners are authorized to purchase or take lands, as provided for by the Act, these boundaries will be surveyed with accuracy, and such minor variations as may be found to be advantageous, for the sake of economy in land or cost, will be made, and duly submitted for your approval or otherwise.

#### SECOND SERIES OF SUBURBAN PARKS.

The Commissioners are not prepared at this time to make any recommendations for locations of parks in that part of the territory lying between the six and eight mile circles, for the reason that in making such locations the co-operation of several towns will be required, in order to secure a systematic and comprehensive scheme. No such authority now exists on the part of the towns; but, whenever it does, liberal reservations of lands for an outer series of parks and park-ways should be secured without delay, though they may remain, with but slight improvements, for many years.

The present unimproved condition and low value of the wild lands within these circles admit of such a scheme more complete and satisfactory (excepting only as to distance from present centres of population) than was possible in the one presented in this report, unless at altogether too extravagant a cost.

#### POPULARITY OF PARKS.

While engaged in this work, the Commissioners have observed with pleasure the enlightened spirit in which other



American cities, some inferior in population and wealth to Boston, have within a few years established their park systems.

These public pleasure-grounds immediately became popular resorts to an extraordinary degree, far beyond what was anticipated, and are already justly a source of local pride with all classes, who would not now part with them for any possible money consideration.

They have added a new element to the lives of the people, bringing to the doors of many a previously unattainable reservoir of health and pleasure, and have greatly increased the fame of the cities of which they form a part. No one, speaking generally, now goes to New York, Philadelphia, or Baltimore, without visiting Central, Fairmount, or Druid Hill parks.

#### SCOPE OF PLAN.

The plan now presented by the Commissioners has neither been limited by the needs of the city of to-day, or by the temporary unfavorable condition of business affairs, nor has it, on the other hand, undertaken to anticipate what parks will be required for a population as vast as that of London.

Boston, though an ancient city in comparison with most of the principal municipalities of the country, is still in its infancy; and the Commissioners would, they believe, have failed to apprehend the importance of the work intrusted to them (already too long delayed), had they not acted under the conviction that the future growth and general prosperity of the city is to be as brilliant as its past history.

#### LOCATIONS AND DESCRIPTIONS.

##### URBAN PARK SYSTEM. — CHARLES RIVER EMBANKMENT.

*Boundaries.* — Beginning at the westerly corner of Leverett and Charles streets, and running southwesterly by said Charles street, about 2,076 feet, to Cambridge street; thence westerly by said Cambridge street, about 109 feet, to the Harbor Commissioners' line on Charles river; thence southwesterly by said Commissioners' line, about 2,015 feet, to the angle in said line on the passage-way in rear of house No. 98 Beacon street; thence southwesterly again by said line, about 5,870 feet; thence westerly by a curved line, with a radius of 2,050 feet, about 900 feet, to a point distant 200 feet perpendicular from the said Commissioners' line; thence westerly again by a line, tangent to said curved line



and parallel to said Commissioners' line, about 2,912 feet; thence southwesterly by a curved line, with a radius of 965 feet, about 348 feet; thence southerly about 150 feet, to Brighton avenue; thence turning at a right angle and running westerly by said Brighton avenue, about 450 feet, to Essex street; thence northerly by said Essex street, about 270 feet; thence westerly, about 5 feet, to Cottage-Farm bridge; thence northerly by said bridge, about 80 feet, to the Grand Junction Railroad; thence northeasterly by said railroad, about 33 feet, to the said Commissioners' line; thence easterly by said Commissioners' line, about 3,690 feet; thence northeasterly by a curved line, with a radius of 1,850 feet, about 815 feet; thence northeasterly again by a line tangent to said curved line and parallel to the straight part of said Commissioners' line, about 5,360 feet; thence northeasterly again by a curved line, with a radius of 900 feet, about 860 feet, to a point distant 200 feet, perpendicular from the said Commissioners' line; thence northerly, about 2,872 feet, to the angle in said Commissioners' line, at the northwesterly corner of Taylor & Sohler's wharf; thence northeasterly by said Commissioners' line, about 760 feet, to Leverett street; thence southeasterly by said Leverett street, about 155 feet, to the point of beginning, excepting so much of West Boston bridge as is within the above-described lines, and containing about 69 acres.

#### *Description.*

For the construction of this Embankment a sea-wall will be built on the water side to about the height of the existing one on the present Harbor Commissioners' line, and the enclosed space be filled by dredging the flats and otherwise, to about grade 17, making compensation for displacement of water, by deepening the river-bed, as required by the said Commissioners.

It will contain an area of about sixty-nine acres, and provide space for the building of a park-way mostly 200 feet in width, with a continuous water-front from Leverett street to Cottage Farm bridge, nearly two and three quarters miles in length, crossing but two highways, namely, Cambridge street at West Boston bridge, and the extension of West Chester Park to the proposed new bridge across Charles river; to be laid out with walks, drives, saddle-pads and boat-landings, and ornamented with shrubbery and turf.

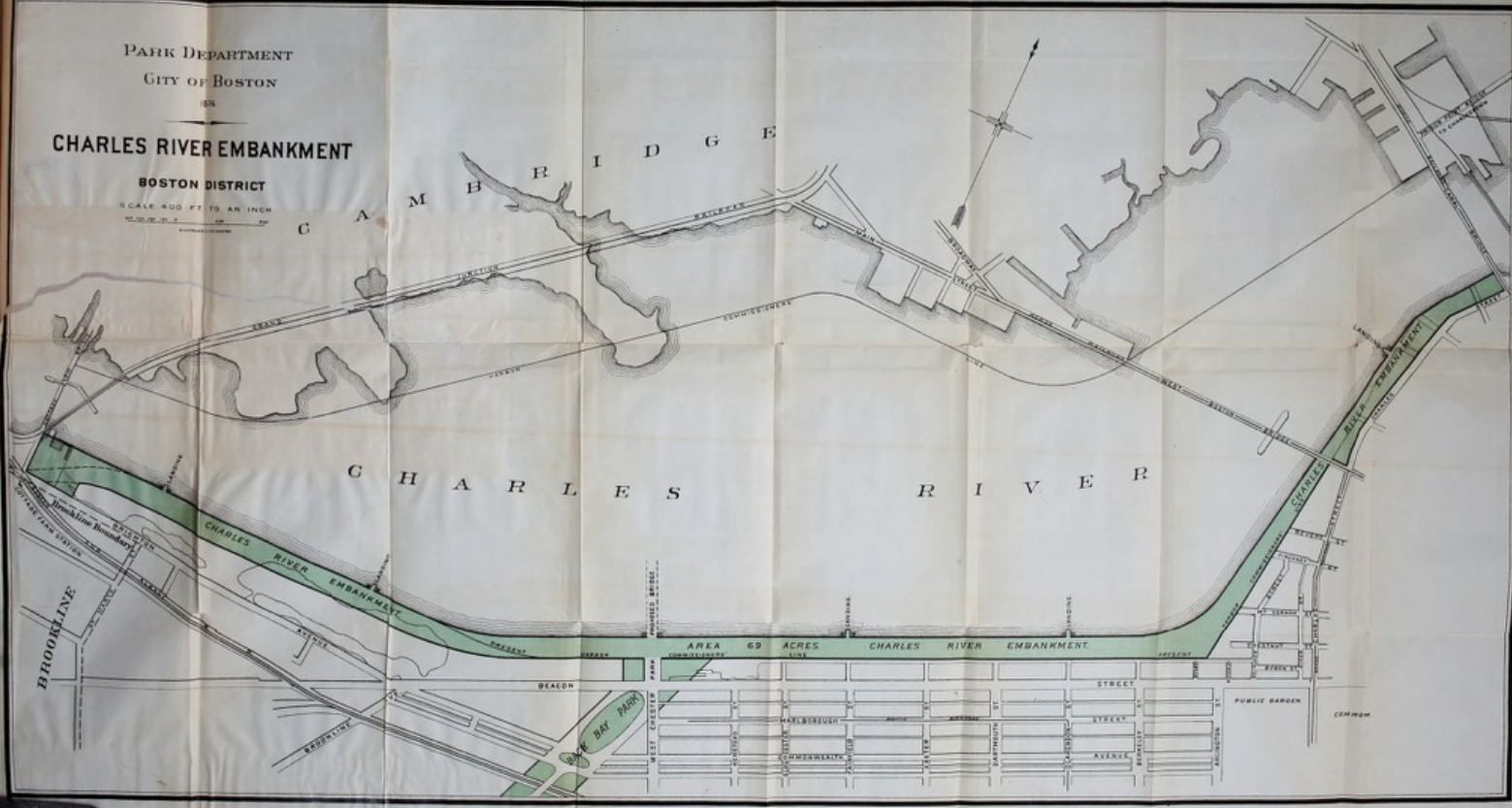
While interfering in the least possible degree with the ordinary traffic of the city, it will be accessible along its whole route at short intervals by streets already or to be built.



PARK DEPARTMENT  
CITY OF BOSTON  
1878

# CHARLES RIVER EMBANKMENT

BOSTON DISTRICT  
SCALE 400 FT TO AN INCH





THE PARK DE

CITY OF

CHARLES RIVER

BOSTON





Its northern section is near the oldest and most thickly settled part of the city, being less than a mile from North square and from Main street, Charlestown, via Prison point and Leverett street bridges, and within three-quarters of a mile of the City Hall.

It will be a convenient and agreeable promenade during the summer for such citizens living in old Boston proper and Charlestown as are prevented by their occupations from going to more distant grounds. By means of landing stairs the river will be accessible for boating. The drive will be used for pleasure vehicles only.

The preservation of water-fronts for pleasure-grounds is no novelty. The New York Battery, once the chief park of the city, and which was allowed to fall into disuse and neglect, has, within a few years, been rebuilt and improved, notwithstanding that Central Park, containing nearly one thousand acres, had in the mean time been created.

The Charleston Battery, at the junction of the Ashley and Cooper rivers, the old Fairmount Park, of Philadelphia, on the Schuylkill, the Chicago Park, on Lake Michigan, the "Great Highway" (so called), to extend over three miles along the Pacific shore, at San Francisco, are well-known illustrations in this country.

In European cities, water-front promenades are the rule rather than the exception, as, for instance, at Marseilles, Nice and Naples, on the shores of the Mediterranean; at Florence, on the banks of the Arno; at Venice, on the Grand canal; at Geneva, on Lake Geneva; at Dresden, on the Elbe; at Hamburg, on the Alster; at Paris, on the Seine; at London, on the Thames; and in very many of the minor cities.

It is recommended that the City Council take the necessary steps to petition the Legislature for the passage of an act to enable the city to take the area now covered by Charles river, and outside the Harbor Commissioners' lines, as above described. Such a change of line, under proper conditions, it is believed, would be granted by the Commonwealth, and not be disapproved of by the Harbor Commissioners.

For convenience, a draft of a proposed act concerning Charles-river flats accompanies this report, marked "Appendix B."

While the subject of drainage does not come within the province of this commission, it is proper in this connection to call attention to the following extracts from the report of the Sewerage Commissioners, City Doc. No. 3, 1876, page 21:—



“ At the junction of Marlboro' and Arlington streets, it [the principal branch of the main sewer] is to receive a branch to be located in Arlington, Beacon, Brimmer, Pinckney and Charles street to Leverett street.

“ The location of this branch intercepting sewer on Marlboro' street is recommended on account of economy in construction, and the saving of much annoyance to the public by obstructing Beacon street for so long a time as would be necessary, to say nothing of the danger of accidents to the water-mains there.

“ The desirableness, however, of keeping the tide more perfectly out of this district, the ground-water of which fluctuates in consequence of it from one to three feet at every tide, and any future examinations and negotiations which may be made with the owners of the property on the north side of the mill-dam, may satisfy the city that it would be better to rebuild the sea-wall there, making it water-tight, and then construct the sewer inside of it.”

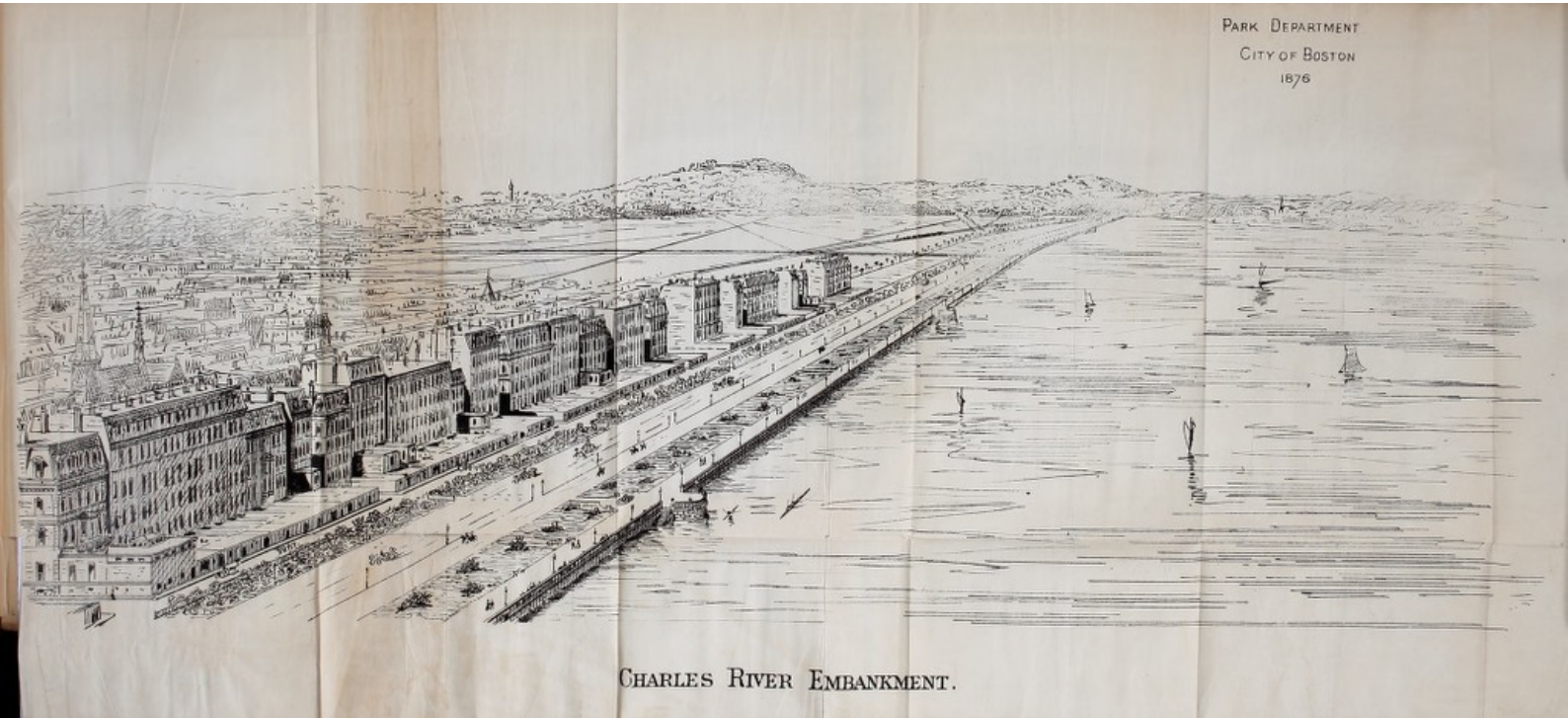
The line of the Charles-river Embankment will supply this favorable location for the proposed branch intercepting sewer from Leverett street to Cottage Farm station, without entering Marlboro, Arlington, Beacon, Brimmer, Pinckney or Charles street, a distance of nearly two and three quarter miles, thus avoiding any disturbance of the water and gas pipes and present sewers, the domestic life of the residents and general business traffic of these streets.

The main receiving sewer, with its outlet at Moon island, can connect with the above at the junction of West Chester Park with the Charles-river Embankment, and pass across the Back Bay Park, the ornamental waters of which can be used for flushing purposes if required.

A continuous park-way, connecting the Charles river Embankment, from its terminus at Cottage Farm bridge, with the Brighton Park (hereinafter described), is an essential link in this system; various lines have been surveyed, but none located, inasmuch as it appeared that some portion of the most eligable route would probably lie within the territory of Brookline, for which, at this time, there exists no authority either with the town itself or this Commission. The Commissioners are, therefore, reluctantly obliged to omit in this report the location of any portion of this important park-way, but would advise that it be hereafter located whenever the city and town possess the requisite authority for joint action in the premises. A route is suggested on the accompanying map of the city in broken lines in green.

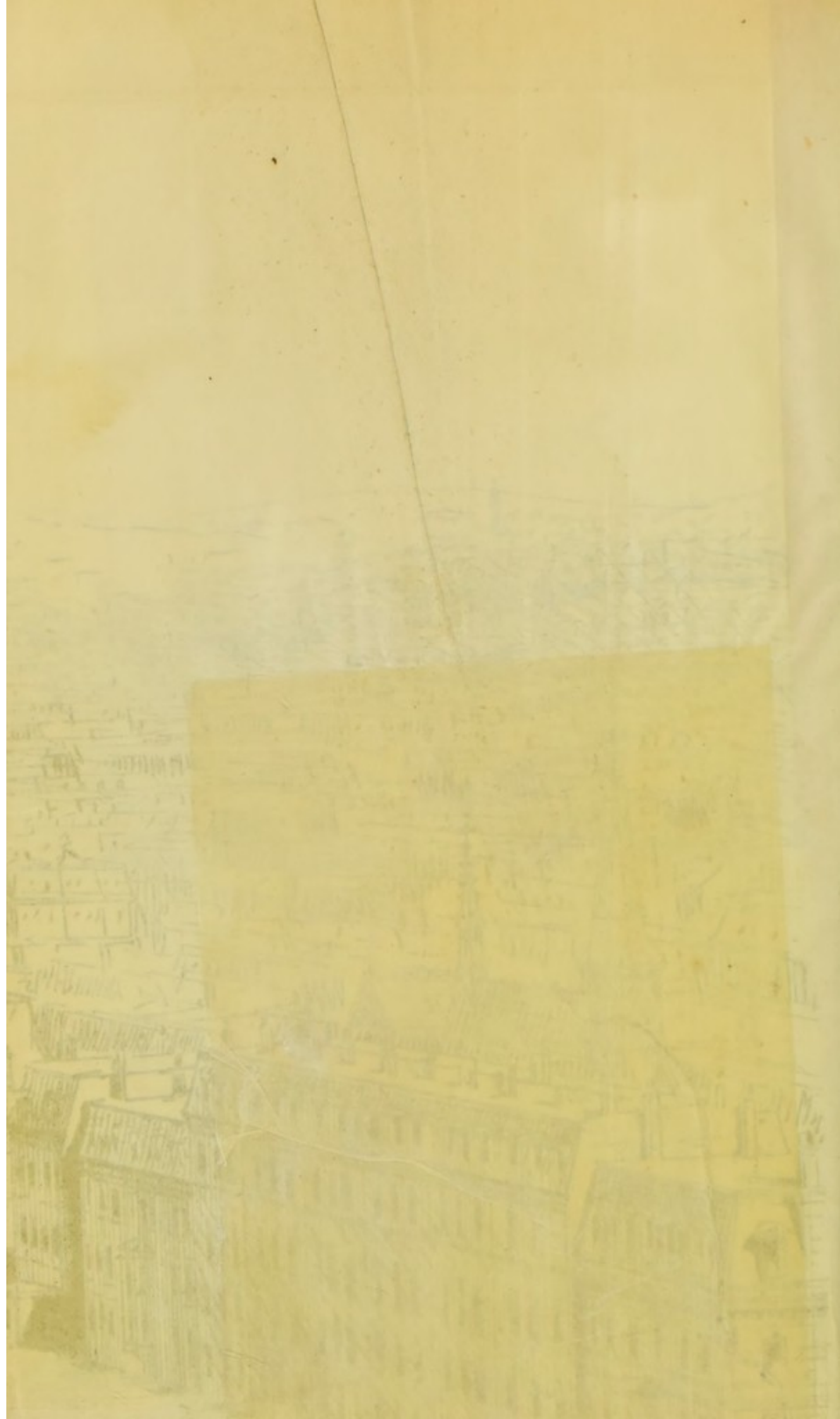


PARK DEPARTMENT  
CITY OF BOSTON  
1876



CHARLES RIVER EMBANKMENT.

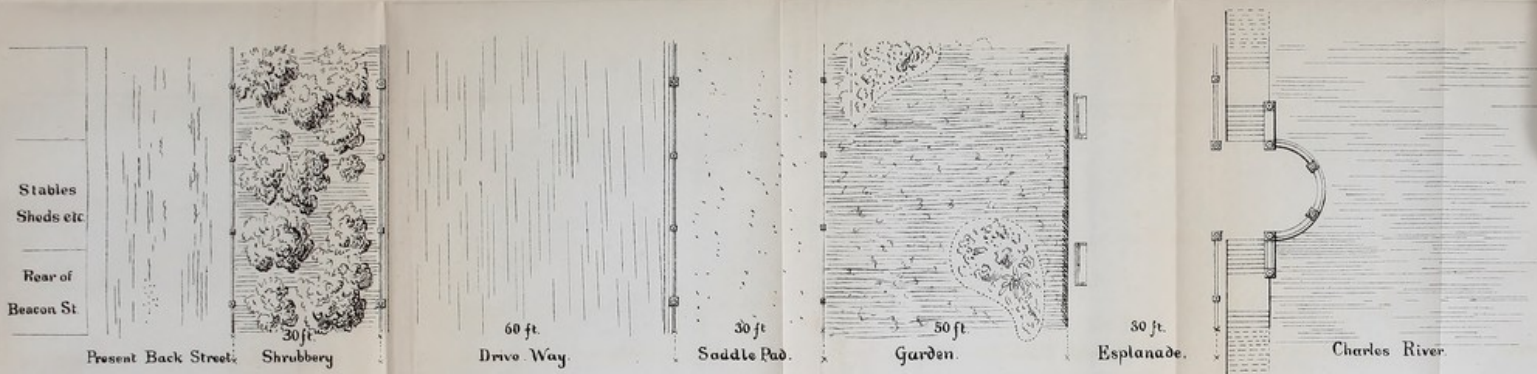






# CHARLES RIVER EMBANKMENT.

PARK DEPARTMENT.  
CITY OF BOSTON.  
1876



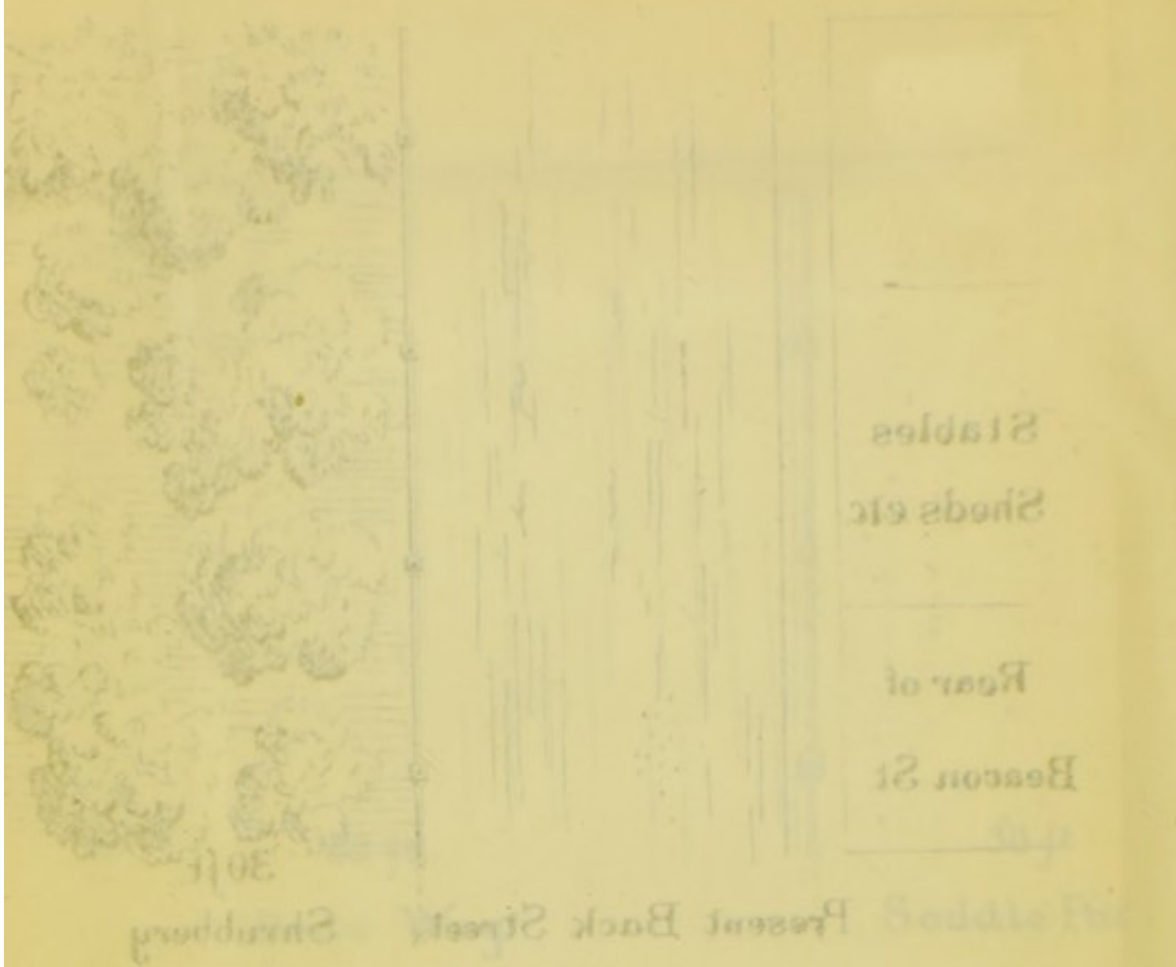
PLAN.



SECTION.

Scale 20 feet to the inch.





Present Back Street - Strawberry

PLAN





## BACK-BAY PARK.

*Boundaries.* — Beginning on the Harbor Commissioners line, on Charles river, at a point distant about 475 feet easterly from the continuation of West Chester Park, and running southwesterly, by a line intersecting the westerly line of West Chester Park at a point 274 feet from Beacon street about 2,273 feet, to the northerly line of Boylston street extended; thence northeasterly by said line about 433 feet, to a point about 330 feet from the intersection of said line with the westerly line of Parker street; thence southwesterly by a line parallel to the first-mentioned line, about 3,930 feet, to the southerly line of Huntington avenue extended; thence southwesterly again by said line about 680 feet, to the southeasterly line of Bumstead lane extended; thence southwesterly again by said line, about 65 feet, to Ward street; thence northwesterly by the northerly line of said Ward street extended, about 38 feet, to the northwesterly line of Bumstead lane; thence southwesterly by said line, about 1,210 feet, to Tremont street; thence northwesterly by said Tremont street, about 200 feet, to Whitney street; thence northeasterly by said Whitney street, about 765 feet, to Conant street; thence northwesterly by said Conant street, about 33 feet, to the northwesterly line of said Whitney street; thence northeasterly by said line of Whitney street extended, about 145 feet, to the southerly line of the extension of said Huntington avenue; thence southwesterly by said line, about 290 feet, to a point near Worthington street; thence northeasterly by a line parallel to and distant 800 feet from the above third-mentioned line, about 4,255 feet, to the northerly line of Boylston street extended; thence northeasterly again by said line about 160 feet; thence northeasterly again by a line parallel to and distant 400 feet from the above first-mentioned line, about 2,010 feet, to the northerly line of Beacon street; thence northwesterly about 180 feet to the said Harbor Commissioners' line; thence northeasterly by said line, about 775 feet, to the point of beginning, excepting so much of Beacon street, West Chester Park, Longwood avenue, and the location of the Boston & Albany Railroad, as are within the above described lines, containing about  $85\frac{1}{2}$  acres, exclusive of about 17 acres in the proposed streets.

Also a strip of land 60 feet wide and about 250 feet long, running from Tremont street, midway Bumstead lane and Whitney street extended, to the Parker-hill Park location.



*Description.*

The plan of this park contemplates the extension of sundry streets, as follows:—

Huntington avenue in a straight line, deflected from its present western terminus to Tremont street at its junction with Francis street, in parts bounding and crossing the park.

Boylston street, in a straight line to Brookline avenue, also in parts bounding and crossing the park. Commonwealth avenue, in a straight line to and across the park, thence by a deflected line parallel with the Boston and Albany Railroad to the junction of Beacon street with Brookline and Brighton avenues.

The main body of the park lies between Boylston street and Huntington avenue, as extended, they forming respectively the northern and southern boundaries, and between projected new streets on the east and west. The average length of this section is 3,800 feet, with a width of 680 feet.

Its peculiar features, consisting chiefly of water and marsh, may advantageously be preserved in its improvement, and so treated as to produce the effect of a lagoon landscape, combining economy and novelty in construction.

Its northern extension, from Boylston to Beacon street, is 400 feet wide, thence with a reduced width to Charles-river Embankment. A bridge in the centre of this section will be thrown over the Boston and Albany Railroad to connect it with the first-mentioned part.

The southern extension, between Huntington avenue and Tremont street, averages 200 feet wide, through which roads and paths will pass to Tremont street, thence there will be a passage 60 feet wide, to the base of the Parker-hill ledges, up which a flight of steps will rise to the Parker-hill Park above. The entire area of the park, exclusive of crossing streets, is  $85\frac{1}{2}$  acres.

The peculiar form and purposes of this park can best be understood by reference to the accompanying map.

The shape is not such as would have been selected had the beauty of the park itself been the chief or controlling motive. Great and increasing anxiety, as you are aware, is felt by the authorities, the medical profession, and citizens at large, in regard to the present and future condition of the Back Bay flats, as affecting the general healthfulness of the densely populated parts of the city lying to the eastward. Temporary expedients have, for several years past, been resorted to, to mitigate the growing nuisance.

The "Report upon the Establishment of Public Parks," elsewhere referred to, especially directs attention to this

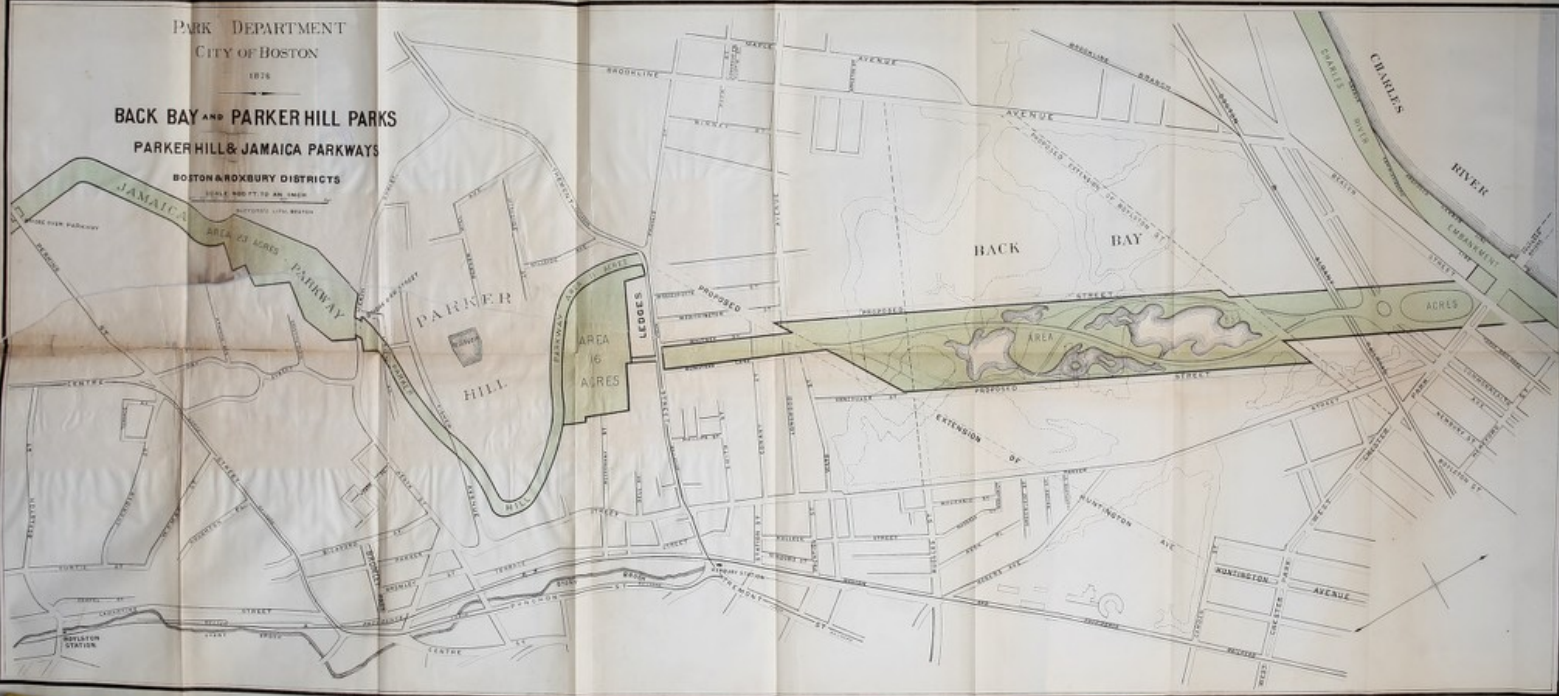


PARK DEPARTMENT  
CITY OF BOSTON  
1878

**BACK BAY AND PARKER HILL PARKS**  
**PARKER HILL & JAMAICA PARKWAYS**

BOSTON & ROXBURY DISTRICTS

SCALE 500 FT. TO AN INCH





B

STATION  
BOASTON

BACK BA

PARKER

BO

JAN

ROAD OVER PARKWAY

ROAD



locality as likely to affect, for good or ill, the sanitary condition, not only of the immediate neighborhood, but of a large part of the city. Keeping in mind this consideration, as well as the high cost for lands, and expense for improvements, the Commissioners have found it to be most expedient to select this long and comparatively narrow location reaching from Charles river on the north to Huntington avenue and Tremont street on the south, and covering the city on that side by a broad open belt of land and water.

The Report on the Sewerage of Boston (City Doc. No. 3, 1876, page 15) refers to this Back Bay region as follows:—

“Between Dorchester bay and Charles river we have a surface a thousand rods long, about half as deep at its widest part, and only six feet above extreme high tide. If this territory should be largely occupied by houses of an inferior class, thorough sewerage, at best a difficult matter, would be made even more so.

“A reservation of land, therefore, especially with an open water-basin, as proposed by the late Governor Andrew, could not fail to be of great benefit to the city, in a sanitary point of view.”

This belt of land and water forever to be kept open, over which the prevailing winds of summer must pass before entering the town, cannot but have a good sanitary influence upon all that part of the old city lying to the eastward. A sufficiently broad opening has been made to Charles river to insure the free circulation of air at the northern end.

The plan for improving this location, which appears on the map, is offered as an illustration only.

While sanitary considerations have been the primary motive in making this location, such as may be called artistic have not been lost sight of. A bridge over the B. & A. R. R. will be a necessity, and it cannot be otherwise than an awkward feature. By placing it in the centre of the northern extension, and by judicious planting, it will interfere but little with the general effect; as the roads and paths will be mostly on the outer edges of the park, the views to and over Charles river, and of Parker hill, will not be seriously obstructed by it. Unpromising as all this region is, it is certainly not so bad as was the space now occupied by the Public Garden a few years ago, and it can be transformed from its present dangerous and unsightly condition into a healthful and attractive form, at a reasonable cost.

In view of the prospective growth of the city, the extension of Huntington avenue ought not to be long delayed, and if laid out somewhat as proposed will take rank among the most important new streets. Boylston street as extended will be a thoroughfare to Longwood, and probably be used



as the route for street-car tracks. The Commonwealth-avenue malls supply the appropriate link between the Common and Public Garden and this park. East and West Chester Park, the chief cross avenue of the city, will connect Charles-river Embankment and Back Bay Park with the South Bay Park.

Other streets will probably be required to cross the park from east to west, but they, as well as the general laying out of the neighborhood, should be located by the Board of Street Commissioners.

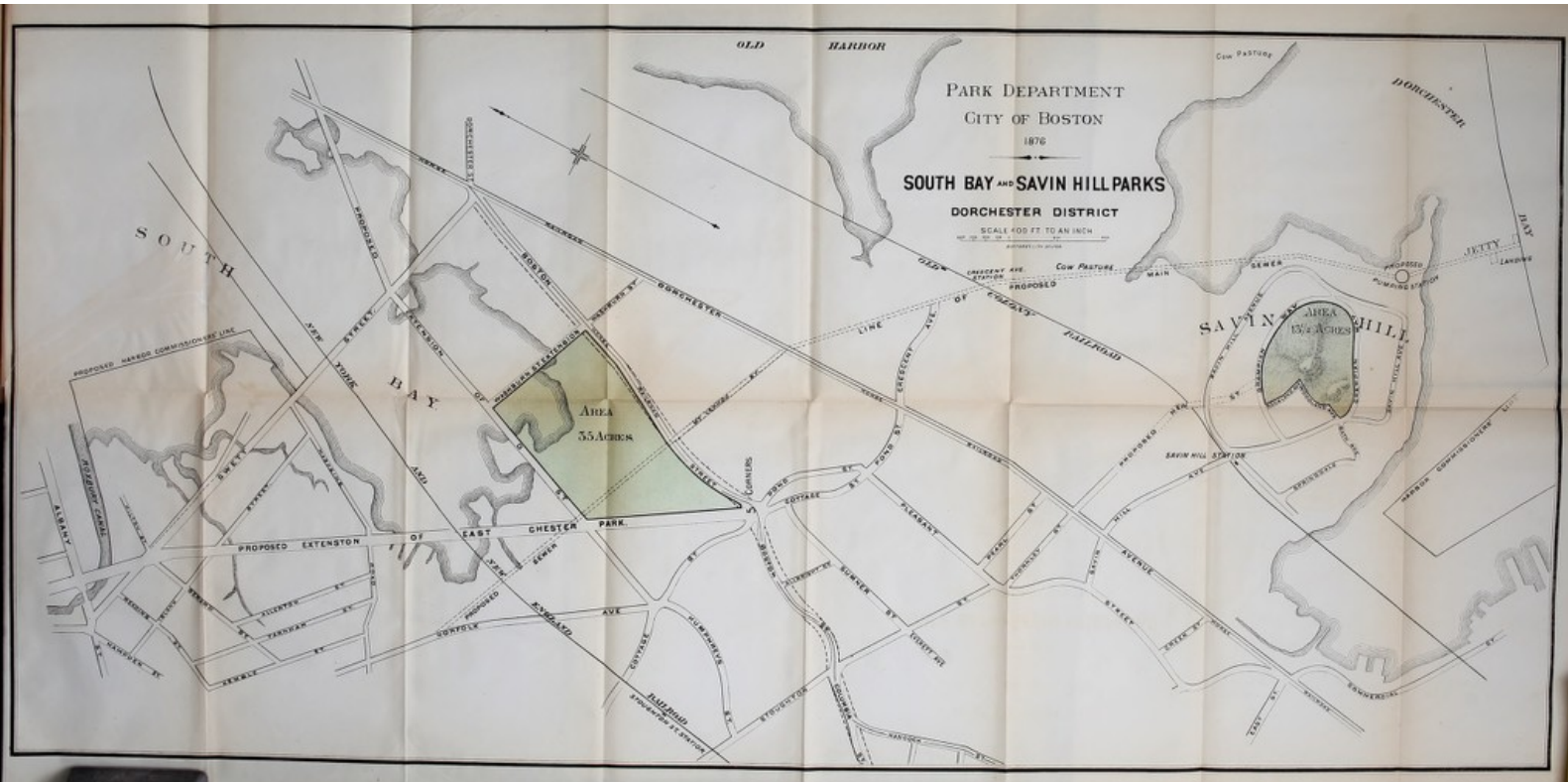
#### PARKER-HILL PARK.

*Boundaries.* — Beginning on Tremont street, at the dividing line between land of Paul D. Wallis and E. S. Rand, Jr., Trustees, and land of J. J. Williams, and running southerly by said line, about 120 feet, to the top line of the stone quarry; thence running easterly by said line, about 1,200 feet, to the extension of the extreme easterly line of estate of said Wallis and Rand, Trustees; thence southerly by said line, about 400 feet, to land of Ralph Crooker; thence easterly by said land of Crooker, about 65 feet; thence southerly through estates of said Crooker and Thomas Thatcher Heirs, about 240 feet, to land of Anna Parker Heirs; thence northwesterly by the northerly line of the proposed Parker-Hill parkway, through land of said Parker Heirs, and Wallis and Rand, Trustees, about 1,790 feet, to Tremont street; thence easterly by said Tremont street, about 200 feet, to the point of beginning, and containing about 16 acres.

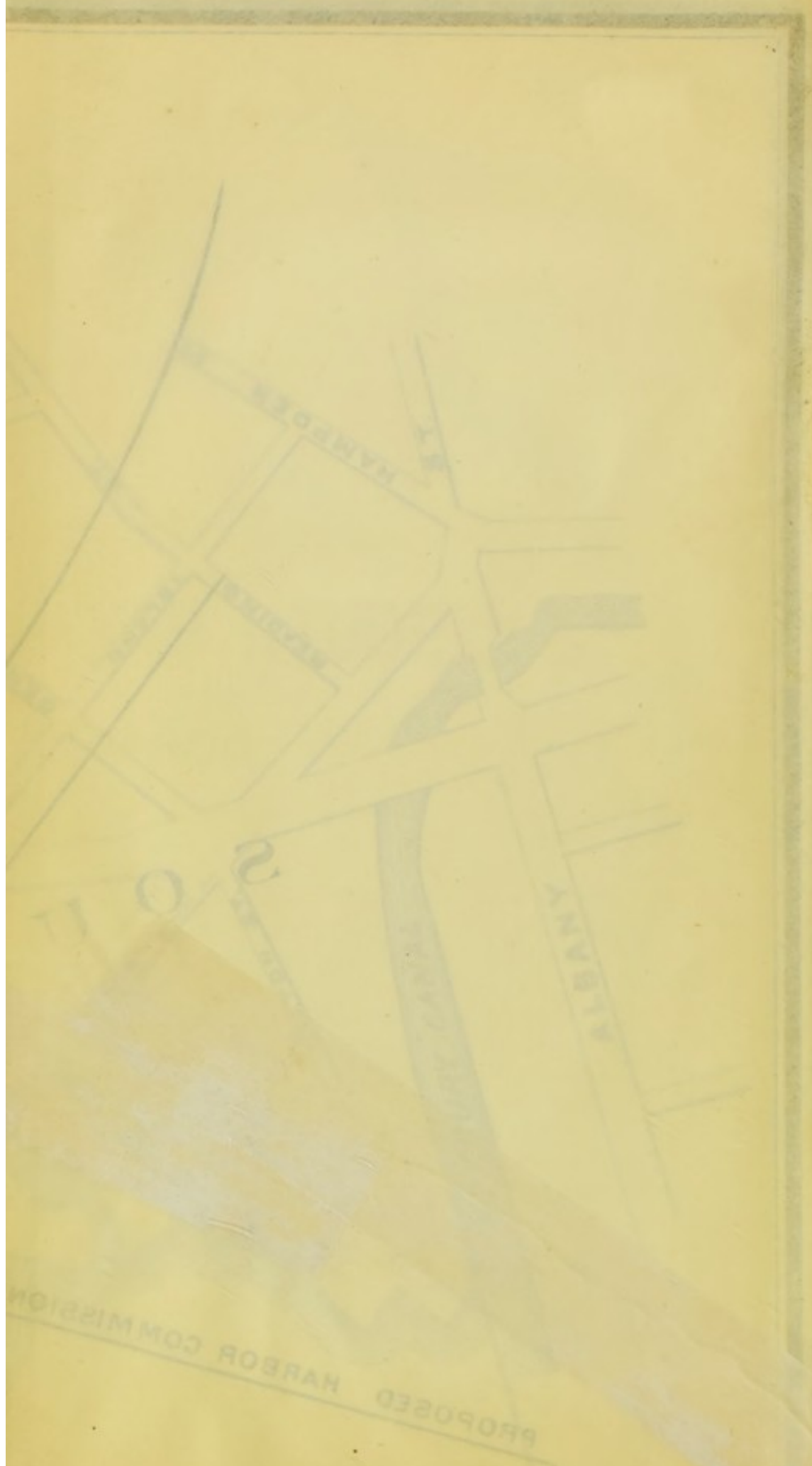
#### *Description.*

This park, at present an unimproved pasture, with a few scattered trees, is a plateau above the Tremont-street quarries, on the northern slope, and near the base of the hill. It is accessible by the park-way of the same name, and by entrances to be made on its eastern border, and will be a convenient pleasure and play-ground for the neighboring population of the Roxbury district. Its surfaces are undulating, pleasing to the eye, and not too steep for easy promenades, with an elevation sufficient to command extensive views of the city and adjacent country. It can be made available for immediate use with but trifling expenditures for improvements.









ST. HANCOCK

ST.

ST. ALBANY

S O T

ST. ALBANY

PROPOSED HARBOR COMMISSION

## SOUTH BAY PARK.

*Boundaries.* — Beginning at the northerly corner of Boston and Cottage streets, and running westerly by said Cottage street, about 55 feet, to its intersection with the southerly line of East Chester Park extended; thence running northwesterly by said line of East Chester Park extended, about 1,352 feet, to a point; thence running northeasterly, about 1,335 feet, to a point; thence turning at a right angle and running southeasterly, about 1,072 feet, to Boston street; thence running southwesterly by the irregular line of said Boston street, about 2,165 feet, to the point of beginning, and containing 35 acres, exclusive of about 6 acres in the proposed streets.

*Description.*

South Bay Park is situated nearly in the centre of population exclusive of East Boston. It is reached from South Boston by Boston street and the suggested extension of D street, and from the south and west ends *via* the proposed extension of East Chester Park, each of which avenues form parts of its boundaries. The importance of this location is apparent from its position. No adequate provision has heretofore been made for the large and rapidly increasing population of this neighborhood, in South Boston, Dorchester, and Roxbury. Though otherwise favored in its wide streets, high elevation, fine views and extensive water-front, South Boston has but scanty space for open-air recreation.

The unfilled part of South Bay, within the Harbor Commissioners' lines, and the open region to the south and west, will in a few years be covered with buildings, the domiciles or workshops for many thousands of people. This reservation will be made to serve the several purposes of a garden, play and parade ground, its central position and level surface making it convenient for military and police drills, and for civic parades. Its location will redeem the adjacent unoccupied region from its present unenviable reputation, by offering the attraction of a common and public garden to a neighborhood sorely in need of such refreshing elements. As a purely local necessity, this park takes precedence of any other recommended in this report.

## SAVIN HILL PARK.

*Boundaries.* — Beginning at the north-easterly corner of Woodland avenue and Savin Hill avenue, at its junction with



Grampian Way, and running by the curved line of said Grampian Way,  $2,445\frac{1}{10}$  feet, to Rockland avenue; thence easterly by said Rockland avenue, 362 feet, to the easterly line of said Woodland avenue; thence southerly by said Woodland ave,  $464\frac{6}{10}$  feet, to the point of beginning, and containing about  $13\frac{1}{2}$  acres.

*Description.*

Savin Hill Park, Dorchester, located upon the crest of Savin Hill, containing 13 acres, is an unimproved, picturesque piece of land, with bold rocks, and cedars of many years' growth. It is over 100 feet above the sea, immediately overlooking the harbor and bay, and commanding pleasing inland views. Though attractive from its natural beauty, which alone renders it worthy of preservation for public use, it has the exceptional advantages of elevation and proximity to the shore, giving it somewhat the character of a headland, the only one within the limits of the city.

It is approached from Dorchester avenue by Savin Hill avenue, recently widened, crossing the Old Colony and Newport Railroad above grade. The Commissioners are advised that another street is in contemplation by property owners, to cross the railroad above grade, to connect with Columbia street at Upham's corner, *via* Stoughton street.

The Commissioners do not at this time make any location for an approach, by an avenue across the "cow pasture" (so called), or for a water-front driveway, boat landings, etc., in connection with this park, as will eventually be expedient, inasmuch as the location of the large main sewer and pumping station is not yet decided upon.

It is probable that the route of this sewer across the "cow pasture," if located as recommended by Commissioners on Sewerage, in their recent report, may be utilized as a parkway, and the causeway (to retain the sewer) to the Neponset-river syphon may be used as a jetty, with promenades and landing-stairs for boating parties, and the work thereby accomplish a double purpose at a moderate additional cost. Until decisive action is taken concerning the sewer, it is premature to do more than suggest the location of the improvements referred to.

CITY POINT BATTERY, SOUTH BOSTON.

*Boundaries.* — Beginning at the southeasterly corner of Q street and East Third street, and running easterly by the southerly line of said East Third street extended about 860 feet to the Harbor Commissioners' line; thence southerly



PARK DEPARTMENT.  
CITY OF BOSTON  
1876

**CITY POINT BATTERY.**

SOUTH BOSTON DISTRICT.

SCALE 400 FT. TO AN INCH.

10 20 30 40 50 60 70 80 90 100

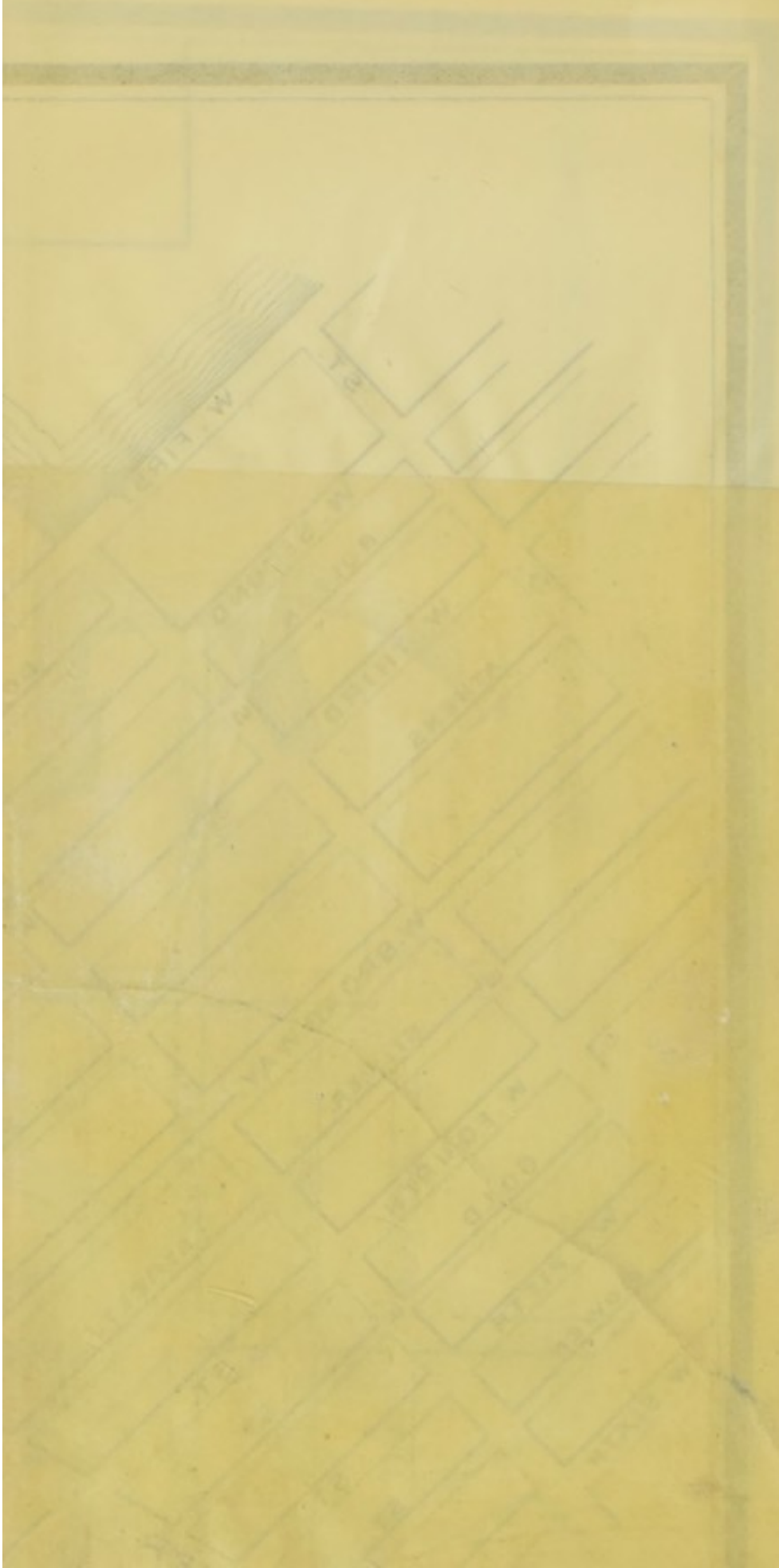


OLD HARBOR

DORCHESTER

CHANNEL  
BAY





W. FISH

W. WALL

W. BROAD

W. MARKET

W. N. FISH

W. SOUTH

and southwesterly by said Commissioners' line, about 2,145 feet, to its intersection with the easterly line of said Q street extended; thence northerly by said Q street, about 1,535 feet, to the point of beginning, and containing about 27½ acres.

*Description.*

It is the extreme eastern end of South Boston, formerly known as Dorchester Point, and is the most eligible position in the harbor for a water-front esplanade. It is conveniently situated for the population of South Boston, and, *via* the projected Eastern avenue, for that of Boston proper, by which route it is distant two miles from the foot of Summer street.

Dorchester bay, adjacent, is the favorite rendezvous for yachts and other pleasure-boats. The Battery will be approached by East Broadway, and by East Third, Fourth, Fifth and Sixth streets, and from the water by landing-stairs.

Its water limit as projected is the Harbor Commissioners' line. All between this line and Castle Island (owned by the United States), is the property of the Commonwealth. The depth of water in this intervening space ranges, at low tide, from one to thirteen feet. If deemed desirable hereafter, liberal arrangements can probably be made with the Commonwealth for the transfer of its rights in these shallow waters to the city, for specific public use and improvement.

This space need not be filled to be made conducive to the health and pleasure of the people. Portions of it can be devoted to large bathing and swimming basins, and to salt-water aquaria. The Battery cannot fail to be most attractive and refreshing to a large number of citizens during the summer months, by reason of the fine views to be had of the harbor, islands and shipping, and the salt breezes from the ocean.

EAST BOSTON PARK.

*Boundaries.* — Beginning on the easterly line of the location of the Eastern Railroad, at its intersection with Putnam street extended, and running northeasterly by said railroad about 725 feet; thence turning at a right angle and running southeasterly to the southerly line of Huron street, as projected on a "Plan of East Boston," drawn by John Noble, and dated May 1, 1851, and by said Huron street, about 4,650 feet, to the Harbor Commissioners' line; thence southwesterly by said Commissioners' line, about 725 feet, to the northerly line of said Putnam street, as laid out on said



plan ; thence by said Putnam street, about 4,550 feet, to the point of beginning, and containing about 43 acres of upland and marsh, and 33 acres of flats, a total of about 76 acres.

### *Description.*

West Wood Island, the site of this park, is at present a bare, unimproved hill, used as a pasture, surrounded at its base by marsh and flats. Its highest elevation is about forty feet above the sea, from which there is an extensive view of the outer harbor and islands, the adjacent parts of the city, and the heights of Breed's hill. The flats, which form a part of the location, extend to the channel, having six feet of water at low tide.

The inner slope of the hill is injured by the deep cutting of the Revere Beach Railroad, and will be bridged at points for convenience and safety.

Though a somewhat exposed situation, the higher grounds can, by a proper disposition of plantations, be ornamented with foliage, and made into an attractive pleasure-ground. Its situation for play-grounds and promenades is the most convenient one possible for the citizens of East Boston for many years to come. It will be approached on the north from Chelsea street, by Prescott street, and by various streets on the east and west.

## SUBURBAN PARK SYSTEM.

### BRIGHTON PARK.

*Boundaries.* — Beginning at a point on Washington street distant 150 feet perpendicular from the dividing line between Boston and Brookline and running northwesterly by said Washington street, about 1,850 feet, to Union street ; thence southerly by the easterly line of said Union street and a line in continuation of the same, about 650 feet, to the southwesterly line of Howard place ; thence northwesterly, about 50 feet, to the continuation of the westerly line of said Union street ; thence southerly by said line extended about 110 feet ; thence westerly by a line parallel to and distant 200 feet perpendicular from the southerly line of said Union street, about 1,350 feet, to Chestnut-hill avenue ; thence southerly and southeasterly by said Chestnut-hill avenue, about 3,350 feet, to Englewood avenue ; thence northeasterly by said Englewood avenue, about 1,620 feet, to the said dividing line between Boston and Brookline ; thence northerly by a curved line, about 280 feet, to a point distant 150 feet per-





PARK DEPARTMENT  
 CITY OF BOSTON  
 1876

**WEST WOOD ISLAND PARK**  
**EAST BOSTON DISTRICT**

SCALE 400 FT. TO AN INCH  
 400 200 0 200 400  
 BUFFALO 17th BOSTON

MARSH	30	ACRES
UPLAND	13	"
FLATS	33	"
TOTAL	76	"

FLATS

HARBOR

COMMISSIONERS

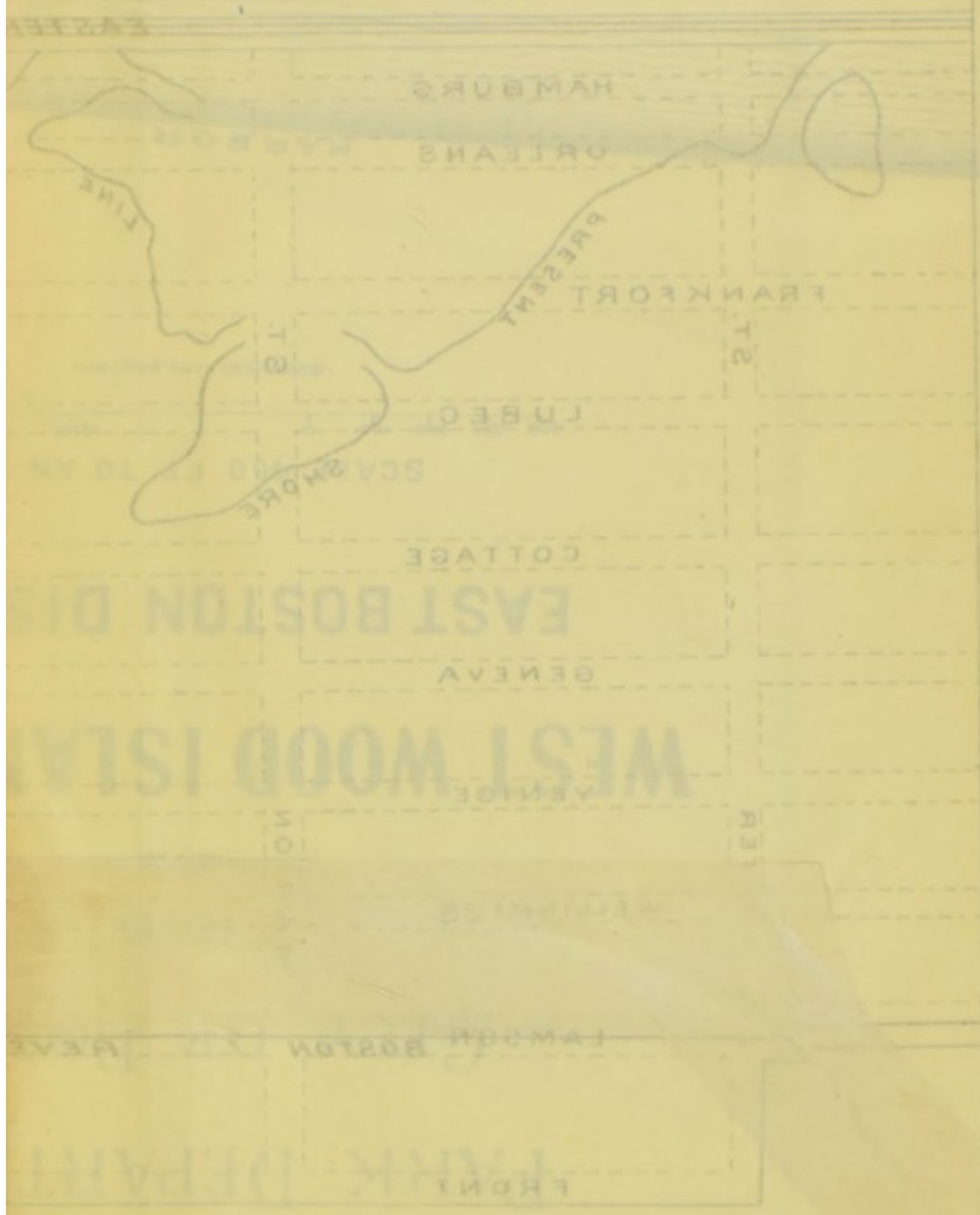
LINE

B O S T O N

H A R B O R



	TS	PARIS	TS
	NOIR		RAIRO
WINTER	AM	GHELSEA	
		BREMEN	



pendicular from the said dividing line; thence by a line parallel to said dividing line, about 1,900 feet, to the point of beginning, and containing about 160 acres, exclusive of about four acres in proposed streets.

#### RESERVOIR LOTS.

*Boundaries.* — Beginning at the southerly corner of Chestnut-hill avenue and South street and running southeasterly by said Chestnut-hill avenue, about 350 feet, to land of the City of Boston; thence southwesterly about 380 feet; thence southerly about 120 feet; thence northwesterly about 220 feet; thence westerly about 740 feet by a line crossing a street or way belonging to an owner or owners unknown, at a point about 325 feet from South street; thence southwesterly about 280 feet; thence southwesterly again about 270 feet; thence northwesterly about 240 feet; all the lines running by said City of Boston's land and land in said way, to Evergreen cemetery; thence northeasterly by said cemetery, about 650 feet, to said South street; thence by said South street, about 1,190 feet, to the point of beginning, and containing about  $16\frac{3}{4}$  acres.

Also a lot beginning on Chestnut-hill avenue at the dividing line between land of Wm. White and land of the City of Boston, about 300 feet from Beacon street and running southwesterly about 350 feet; thence northwesterly about 200 feet; thence northerly about 265 feet; thence northwesterly about 315 feet; all by said land of the City of Boston, to Chestnut-hill avenue; thence by said Chestnut-hill avenue, about 235 feet, to the point of beginning, and containing about  $2\frac{3}{4}$  acres.

#### *Description.*

Brighton Park contains an area of 160 acres. It is a picturesque tract, with great variety of surface, ledges, abrupt and gently-sloping hill-sides, meadows and forests. Its highest elevation is over 200 feet above the sea, commanding views of Wachusett and Monadnock mountains, forty and seventy miles away, and of broad stretches of foreground, dotted with an almost continuous succession of towns and villages. While much of it is naturally impracticable for ordinary city or even village purposes, it is remarkably well disposed for the best of park scenery, and is capable of improvement as such with a moderate expenditure.

Its chief approach from the city proper will be by the park-way to be hereafter located as before suggested (see page 18), connecting with the Charles-river Embankment at



Cottage Farm bridge, which again will connect with the principal drive through the park, leading, at its western end, directly into the Chestnut-hill Reservoir drive through the granite arch. It will have other entrances on its sides, also connecting with its main drive. It is within the fourth and fifth mile circles, excepting about ten acres. The reservoir station on the Woonsocket branch of the N. Y. & N. E. R. R. on the south, and Cambridge street horse-car tracks on the north are each less than one quarter of a mile distant. The surrounding streets, already laid out and suggested, will give a frontage of about 11,000 lineal feet available for house-lots.

The proximity of this park to the Chestnut-hill Reservoir is of mutual advantage, in their characters of ornamental grounds, the one supplementing the other. The construction of this reservoir, the most important public work of its kind in New England, was fortunately in the hands of enlightened citizens, who, while building magnificent water-works, created at the same time a picturesque lake by preserving the natural lines of the valley and the rural features of the borders.

In addition to the 160 acres of Brighton Park, the Commissioners have located as park property, three small lots of land, chiefly unimproved, comprising  $19\frac{1}{4}$  acres, adjacent to the reservoir (and now surrounded by city property), as naturally forming parts of the reservoir grounds, and without which these grounds are incomplete. Should these lots be allowed to become occupied by structures, they would be a serious disfigurement to the neighboring park and reservoir drive, and would, doubtless, eventually be taken by the city at a greatly increased cost. They may properly be placed under the control of the Water Board.

With these lots added, there will be, within the boundaries of the reservoir, an area of 231 acres of land and water (exclusive of Evergreen Cemetery), making, with Brighton Park, a total of 391 acres.

#### JAMAICA PARK.

*Boundaries.* — Beginning at the northerly corner of Pond and Prince streets, and running northwesterly by said Prince street, about 2,350 feet, to Perkins street; thence northeasterly by said Perkins street, about 3,150 feet, to a point 280 feet easterly from the dividing line between land of Edward N. Perkins and George S. Curtis; thence southerly by a line running through land of Geo. S. Curtis and Jos. H. Curtis, about 600 feet; thence southerly again, through

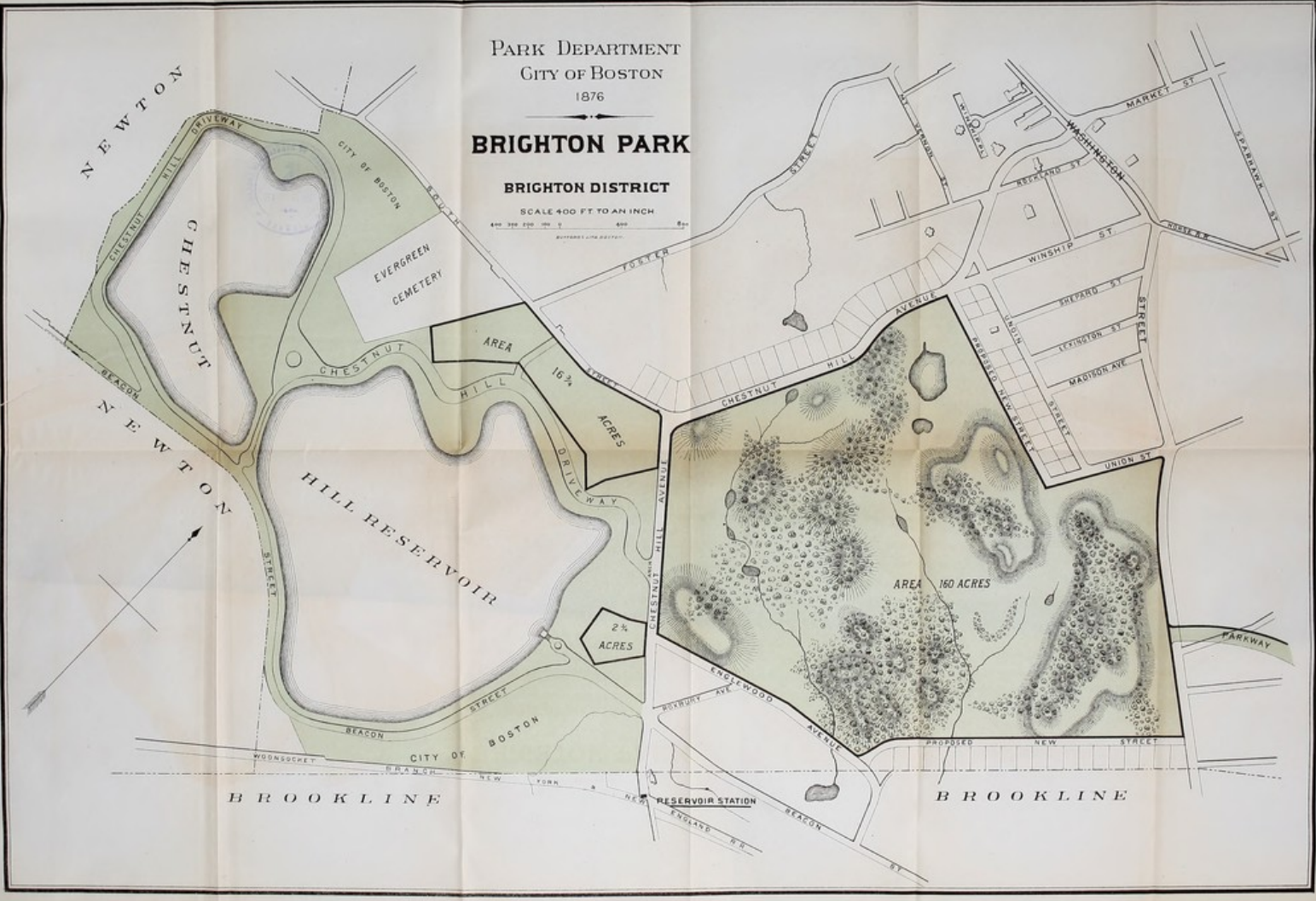


PARK DEPARTMENT  
CITY OF BOSTON  
1876

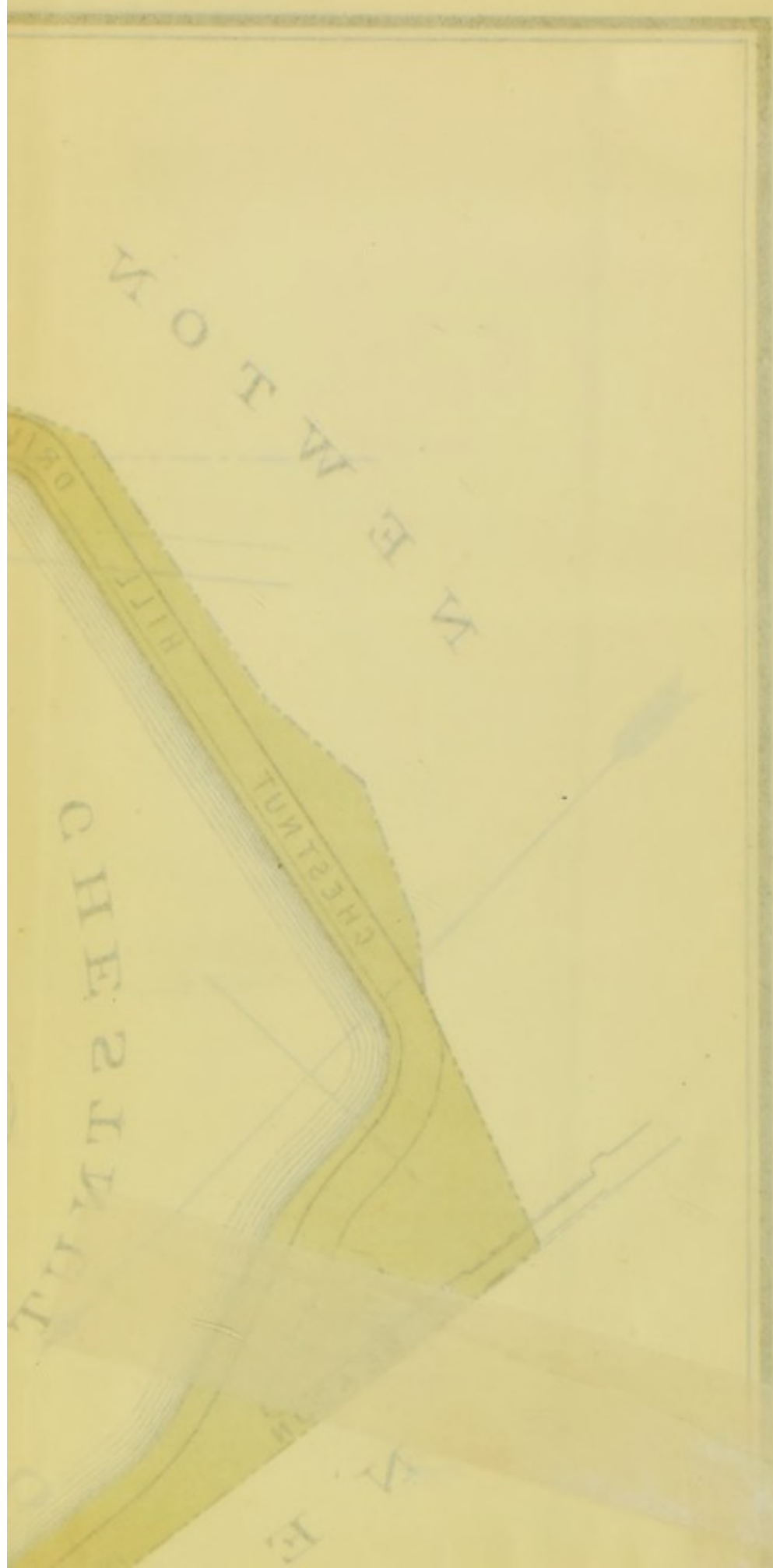
# BRIGHTON PARK

BRIGHTON DISTRICT

SCALE 400 FT. TO AN INCH  
400 200 0 200 400  
BOSTON'S LINE 2017-18







land of said Jos. H. Curtis and land of Adams to land of Seaverns, about 600 feet; thence southwesterly, through said land of Seaverns, Lakeville place, land of Gorham and Hall, about 750 feet, to Pond street at a point 10 feet easterly from the dividing line between land of said Hall and land of N. G. Munson; thence southwesterly again by said Pond street, about 1,720 feet, to the point of beginning, and containing about 52 acres of land, and 70 acres of water, exclusive of  $2\frac{3}{4}$  acres of land in proposed street.

### *Description.*

The area of Jamaica Park, including the pond of seventy acres, is one hundred and twenty-two acres. This beautiful lake is the only important sheet of fresh water within the city limits. For a short distance on its northerly and southerly side it is skirted by the highway, and from these points of view its beauty is familiar to the public. Its western shore is a somewhat steep hill-side, well planted with trees and shrubbery, and mostly occupied at present by private dwellings, with their adjacent ornamental grounds, seriously disfigured, however, within a few years, by the erection of extensive ice-houses. Its eastern border is less bold, more irregular in outline, and at present occupied by private dwellings, with their lawns and shrubberies, and with some fine trees. The different characters of the opposite shores contrast well with each other. Unless the city takes possession of the entire shore, the rural character of the scenery will probably be hopelessly destroyed within a few years. As estates come into the market one after the other, the banks will be denuded of their present fine growth, and be replaced by unsightly ice-houses, with their adjuncts of stables and tenements, by which the pure waters of the pond will be defiled, — dangers already threatened.

The chance that this pond, situated in an extensive plain, with a range of high hills on three sides, in the midst of such a dense neighborhood as within a few years will exist around it, will become pestilential, and the certainty that, if defended and used as proposed, it will be of great sanitary advantage to the city, are considered to be conclusive reasons for this location. The Commissioners cannot too strongly urge the importance of early action in the premises in order to avert the danger and secure the benefit. The pond is a favorite resort of skaters in winter, and to a limited extent is used for boating in summer, and these will be encouraged and rendered more safe by police regulations. It lies between the four and four and one-half mile circles. Its chief ap-



proach from town will be by the Jamaica park-way which will skirt the eastern shore, while the western will be traversed by foot and saddle paths. Notwithstanding the comparatively large amount of improvements, in the form of dwellings, ice-houses, etc., upon this location, the Commissioners are of the opinion that the cost will be justified by the exceptional character of the park. It is recommended that Perkins street be widened to 60 feet along the northern border of the pond. Jamaica-plain station, on the Providence Railroad, is five-eighths of a mile distant and the Centre street horse-car track is within one-sixth of a mile.

#### WEST ROXBURY PARK.

*Boundaries.* — Beginning at the southwesterly corner of Blue Hill avenue and Seaver street, and running northwesterly by said Seaver street, about 4,050 feet, to Walnut street; thence southerly by said Walnut street, about 730 feet, to a point; thence crossing said Walnut street and by an irregular line, about 3,220 feet, to Forest Hills street; thence by said Forest Hills street, about 1,780 feet, to Walnut street; thence by Walnut, Scarboro' and Morton streets, about 5,120 feet, to Canterbury street; thence by said Canterbury street and Blue Hill avenue, about 5,820 feet, to the point of beginning, and containing about 485 acres.

#### *Description.*

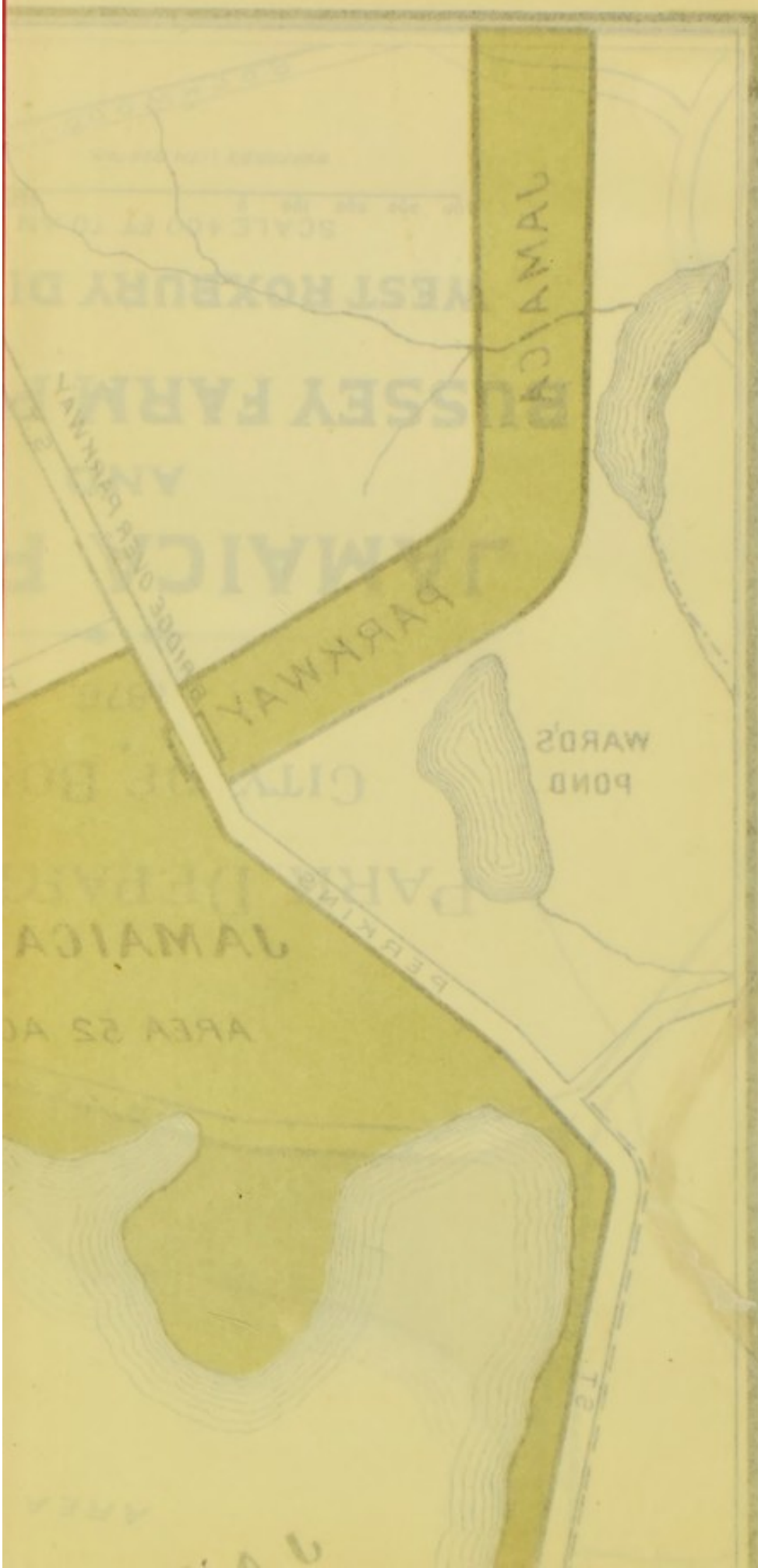
The entrance on the north will be on Seaver street, on the east from Blue Hill avenue, at its junction with Columbia street, and also at its junction with the Harrison square park-way, hereinafter described, and on Canterbury street; on the south from Morton *via* Scarboro' street, and on the west from Walnut, Green, Williams, and Forest Hills streets, and at other points as may be required.

This location will rank as the chief park of the city, by reason of its extent, its fine landscapes and scenery, its superb views, and its central situation. It contains 485 acres, and possesses every element of genuine park scenery within its limits, admirably disposed in their relations to each other, broad open stretches of undulating greensward, woods, and isolated copses, picturesque glens covered with tangled undergrowth and with an ample supply of water from springs and brooks for ornamental use. The landscape has, for the most part, a southerly aspect, with a wide horizon line, cut by the Blue Hills of Milton. The views are therefore mostly rural rather than urban.









From the tower on the Sargent estate, the base of which is over 170 feet above mean low water, at the corner of Seaver street and Walnut avenue, can be seen a panorama of the city, the adjacent country and bay.

It lies chiefly between the  $3\frac{3}{4}$  and  $4\frac{3}{4}$  mile circles, and is nearly equidistant from the ocean on the east, and the Brookline line on the west. In the valleys on either side are horse-car tracks and railroads, — the New York & New England on the east, and the Providence on the west, with stations about one-quarter mile distant. The fares by these routes would probably not exceed five cents. It is approached on all sides by highways, to be supplemented by park-ways, the Harrison square on the east, and the Bussey farm on the west.

But slight attempt has ever been made to improve the land, otherwise than in some parts for farming. What little has been done in projecting streets by private parties has not been sufficiently successful to encourage any important investments.

It is traversed on its western portion by Walnut avenue, Glen road and Williams streets by crooked routes, due to the irregularity of the surface whereby the natural features have remained uninjured.

This reservation is worthy the highest skill of the landscape gardener and engineer, under whose treatment it would become a park in the true sense of the word, and adequate to the enjoyment of the people of Boston for many years. Thousands can occupy its groves, hillsides and glades with mutual pleasure, and find thereby that refreshment and relief from city sights and sounds which rural surroundings can only give.

## PARK-WAYS.

### PARKER-HILL PARK-WAY

Forming the southern boundary of the park of the same name, is 100 feet wide. Beginning on Tremont street, opposite to its point of junction with the proposed extension of Huntington avenue, it winds by an easy grade, not exceeding four feet in the hundred, around the eastern shoulder of the hill to a point on its southern base, on Heath street, about 480 feet west of Day street, crossing Heath street by a bridge above grade, and connecting with Jamaica Park-way.

This park-way will be used both for pleasure driving and walking, and also as an approach to the adjoining lots



whenever they are occupied by dwellings. It has a frontage, exclusive of the park, of 7,440 feet, most of which will be available for house-lots. Its highest elevation is 140 feet above tide-water. It contains about 11 acres, and is about 4,700 feet in length.

#### JAMAICA PARK-WAY,

Beginning at proposed bridge over Heath street and connecting thereby with Parker Hill Park-way, and also, by a branch, with Heath street at grade, passes through a succession of unimproved fields of irregular surfaces, towards and to the east of Ward's pond, through the estate of H. H. Rueter, on Perkins street, under said street (the grade of which will be improved and raised five feet at its lowest point), entering Jamaica Park upon the estate of Edward N. Perkins, near the present entrance to said estate. The width is, generally, 200 feet, widening somewhat where the surface of the grounds requires it.

It will be laid out for pleasure purposes, with malls, a drive, saddle pad, and promenades. Its length is 3,600 feet, containing 23 acres. It will continue through Jamaica Park on the easterly shore, and connect *via* Pond street with the park-way system beyond. The distance to Pond street from the Charles-river Embankment *via* Back Bay Park, Huntington avenue, Parker Hill, and Jamaica Park-way, is about three and one-half miles.

#### BUSSEY FARM PARK-WAY.

Beginning at the southwestern corner of Jamaica Park, crossing Pond street, thence southerly through open fields and meadows to Centre street, Jamaica Plain, thence crossing said street, upon the eastern side of the valley, in a southerly direction, through unimproved lands, crossing a branch of Stony Brook, to and by the eastern boundary of Bussey Farm, through a scattered grove of deciduous trees, to South street, near its junction with Morton street, crossing the Boston and Providence Railroad by a bridge above grade, near the Forest Hills station; thence by a route through vacant lands, crossing Morton street, to an entrance into West Roxbury Park, at its extreme southwestern end.

The bridging of the railroad near Forest Hills station will require careful engineering study and joint action between the railroad corporation and the city authorities. The point indicated on the map is not necessarily the one which will finally be selected.



PARK DEPARTMENT  
CITY OF BOSTON  
1876

# WEST ROXBURY PARK

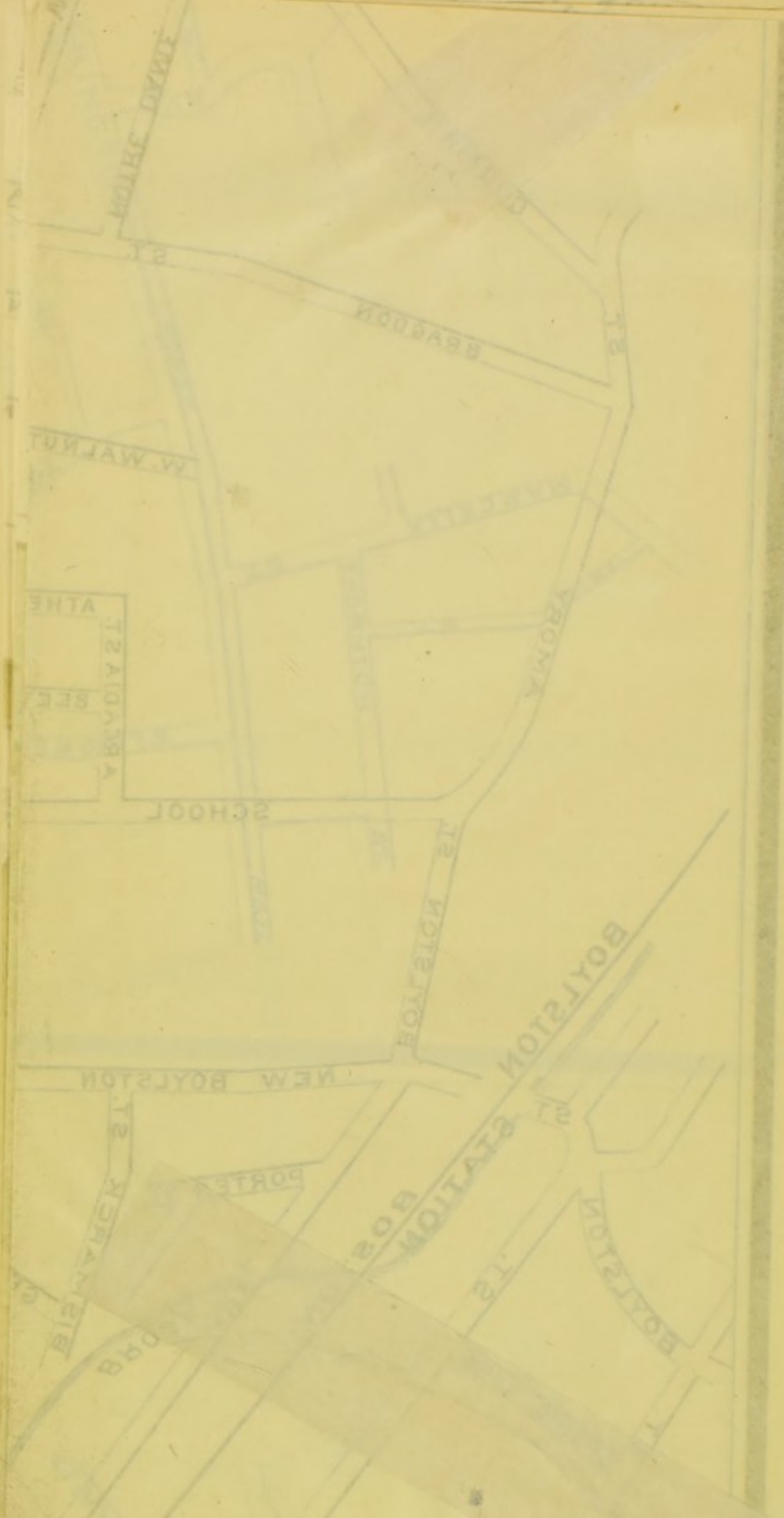
WEST ROXBURY DISTRICT

SCALE 400 FT. TO AN INCH

0 100 200 300 400 500







MOIHE DRIVE

BRAADDON

W. WALNUT

ATHE  
TSAI  
BEE

SCHOOL

BOYLSTON

NEW BOYLSTON

BRANSHAW ST

PORTER

BOYLSTON  
STATION

BOYLSTON

The line from Pond street to South street will be 200 feet wide, and laid out like Jamaica Park-way. It is a direct and attractive route to the Bussey estate, and from it branch avenues will be built to the Bussey hill and woods, whenever it may be advisable for all concerned to join in the development of that property. In the mean time the public will enjoy a fine view from the park-way over much of the land of this natural park.

The bridging of the B. & P. R. R. will be expensive, but the necessity of it is already felt.

For an inner and shorter route from Jamaica Park to the large West Roxbury Park the Commissioners recommend that Green street be extended to Pond street, and widened to 60 feet, to its junction with Forrest Hills street, passing over the Boston and Providence Railroad by a bridge. The importance of bridges at these grade crossings appears from the fact that over 100 trains pass them daily.

#### HARRISON-SQUARE PARK-WAY.

For the convenience of the large population which will soon occupy the centre and southern parts of Dorchester, a park-way 100 feet wide has been projected leading from a point near the junction of Adams street and Neponset avenue in a northwesterly direction, generally through unimproved lands, by easy grades, to a point on Blue Hill avenue, near the junction of Columbia street, and opposite to the West Roxbury Park. The exact lines of the park-way can only be fixed by more complete instrumental surveys than thus far have been made, but enough has been done to indicate that a fine avenue can now be laid out over the general route as located, without serious interruption to the economical use of adjacent lands for building purposes. In certain parts of the route it will be widened to 200 or more feet.



SCHEDULE OF AREAS WITH ESTIMATED COST OF LANDS AND  
BUILDINGS PROPOSED FOR PARKS, PARK-WAYS AND  
ADJOINING NEW STREETS.

LOCATION.	Acres in Parks and Park-ways.	Acres in new streets.	Estimated cost of Park and Park-way areas.	Estimated cost of Buildings.	Estimated cost of new streets adj. Parks, Land and Buildings.	TOTAL.
Charles River Embankment	69	. .	\$448,500	\$62,000	. . . .	\$510,500
Back Bay Park . . . . .	85½	17	720,000	60,300	\$147,300	927,600
Parker Hill Park . . . . .	16	. .	105,000	. . . .	. . . .	105,000
South Bay Park . . . . .	35	6	258,800	82,900	53,500	395,200
Savin Hill Park . . . . .	13½	. .	78,700	20,400	. . . .	99,100
City Point Battery . . . . .	27½	. .	54,000	10,700	. . . .	64,700
East Boston Park . . . . .	76	. .	64,000	300	. . . .	64,300
Brighton Park . . . . .	160	4	337,500	42,500	12,500	392,500
Reservoir Lots . . . . .	19½	. .	73,200	6,300	. . . .	79,500
Jamaica Park . . . . .	52	2¾	324,900	152,100	22,300	499,300
West Roxbury Park . . . . .	485	. .	1,289,500	97,600	. . . .	1,387,100
Parker Hill Park-way . . . . .	11	. .	117,000	. . . .	. . . .	117,000
Jamaica Park-way . . . . .	23	. .	88,000	. . . .	. . . .	88,000
Bussey Farm Park-way . . . . .	40	. .	157,600	. . . .	. . . .	157,600
Harrison Sq. Park-way . . . . .	20	. .	74,600	. . . .	. . . .	74,600
Total . . . . .	1,133	29¾	\$4,191,300	\$535,100	\$235,600	\$4,962,000

SUMMARY.

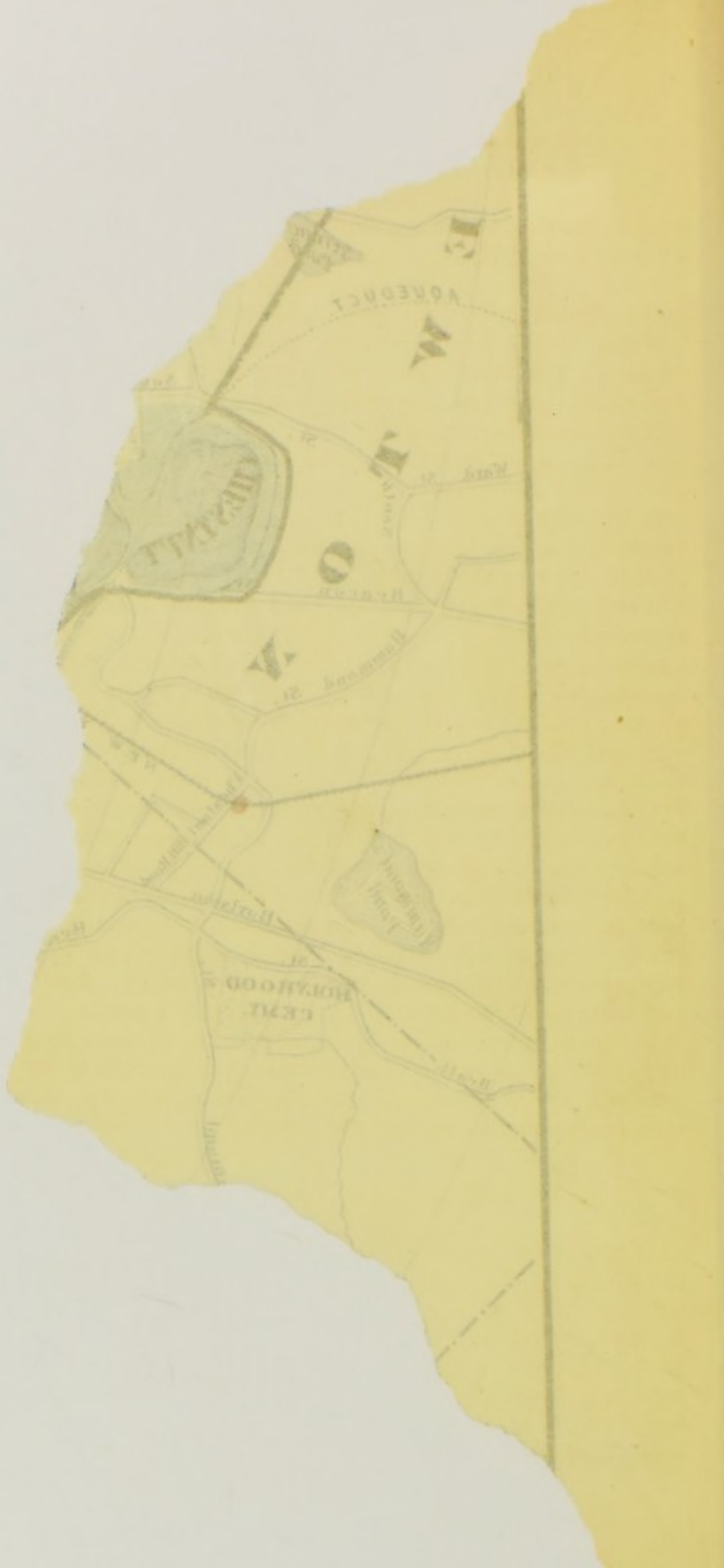
Area of new streets adjoining parks 29¾ acres.  
 Estimated average cost per acre . . . . . \$7,919 00  
 Estimated total cost for streets . . . . . 235,600 00

Area of parks and park-ways 1,133 acres,  
 Estimated average cost of land per acre . . . . . 3,699 00  
 Estimated cost of land . . . . . 4,191,300 00  
 Estimated cost of buildings per acre . . . . . 472 00  
 Estimated cost of buildings . . . . . 535,100 00  
 Estimated average cost, per acre, land and  
 buildings . . . . . 4,171 00  
 Estimated total cost for parks and park-ways 4,726,400 00

50 000 ) 9,704,661.00  
 Cost to every vote = \$194







## BUSSEY FARM AND ARNOLD ARBORETUM.

The park-way from Jamaica Park to Forest Hills Station, on the Boston and Providence Railroad, skirts the eastern border of the Bussey Farm, near that portion set apart by Harvard University for the Arnold Arboretum. The purposes of this arboretum are, that all the trees, shrubs and herbaceous plants, either indigenous or exotic, which can be raised in the open air at West Roxbury, shall be collected and planted, and each specimen labelled.

An admirable beginning has been made, under scientific direction, and it is understood to be the intention of the University to develop its trust as rapidly as its means will permit, by collecting and so disposing the plantations as to render them, in the highest degree, instructive and interesting to students and the public.

The University not having perfected its plans, the Commissioners have deemed it advisable to temporarily delay locating any lands or ways within this superb estate (containing over 300 acres), other than the park-way mentioned above, but they are of the opinion that all the rights of the city and the University can be fully protected, greatly to their mutual advantage, by the Commissioners taking lands for walks, drives and open spaces, under the terms of the act, and policing the same, and the University making and tending the plantations as required by its trust.

The cultivation of specimen trees and plants, and scientific farming, can be carried on to any required extent, upon the arable lands of the estate, by the University, and yet leave large tracts of the most picturesque scenery, unfitted for those purposes, to be used by the city for a park.

It would seem that by the co-operation of these two interests, both purely of a public character, though quite independent in ownership and administration, the objects sought for by each would be directly benefited.

## AUSTIN FARM, WEST ROXBURY.

Whether the present City Council shall decide to authorize the taking of lands under the Park Act or leave the subject to its successors, it is the opinion of the Commissioners that no time should be lost in preparing material for plantations. Large supplies of trees and shrubs for borders of streets and park-ways and the planting of parks will be required in the early stages of the work, which should be grown in quantities from seeds or young plants, by the city, at a minimum



cost, instead of being purchased in the markets. Material so produced will be thoroughly acclimated, and will show better results immediately and permanently than when grown in distant and various localities.

The Austin Farm, containing fifty acres, the property of the city, adjoins the West Roxbury location, and is well adapted for the purposes mentioned.

The Commissioners recommend that the farm, unless absolutely required for other purposes, be placed under their control by a deed of trust or otherwise, as may seem best to you, to be used as a nursery for trees, plants and shrubs, required for the use of the city, with the proviso, that no material grown be sold or otherwise disposed of, unless by exchanges in kind, to any parties, public or private.

To supply the parks of Paris and environs, the government possesses four extensive nurseries, one each for evergreens, for deciduous trees, for woody plants and shrubs, and for annual bedding plants, where trees and plants are raised in vast quantities, costing, from the bedding plants, a few cents per hundred, to well-grown, healthy trees, thirty feet high by a foot and a half in diameter, four dollars each. These last are transplanted with balls of earth about their roots, as has been successfully done in the New York Park, and elsewhere in this country.

Of bedding plants alone several millions are produced annually, with which the gardens and promenades of the city are lavishly decorated at a trifling cost, thereby cultivating among the people a correct knowledge of and taste for natural colors and forms for which the Parisians are pre-eminent in all the modern arts.

A portion of the farm can be set apart for a Zoölogical Garden, either temporarily or permanently, to be open to the public, under proper regulations, as is done in New York and Philadelphia and many foreign cities.

Other parts, not immediately needed for the nursery while the plants are young, can be temporarily used for play and picnic grounds. If this recommendation meets your approval, the preparatory work should be entered upon at the earliest practical moment.

#### BROOKLINE.

The town of Brookline, though nearly surrounded by, is not yet a part of, Boston; but this condition has only in the single instance of the Brighton Park-way seriously complicated this portion of the work of the Commission, as there exists no difficulty in connecting by natural and inex-



pensive routes, through Brookline, the Brighton Park with Jamaica Plain and West Roxbury Parks, and the general system, whenever, within a reasonable time, the city and town authorities should desire to co-operate to this end.

#### COLUMBIA AND BOSTON STREETS, IN DORCHESTER.

The Commissioners recommend that these streets be widened to one hundred feet, and planted with malls on each side of the roadway, to form an avenue of the first class, from the junction of Columbia street with Blue Hill avenue to the junction of the proposed extension of East Chester Park, at Five Corners, with Boston street, about two miles in length, and connecting the West Roxbury and South Bay Parks.

This avenue, so improved, will be the approach from South Boston and a large part of Dorchester to the West Roxbury Park. It will be an important section of the circuit from the Charles-river Embankment *via* Back Bay, Jamaica, West Roxbury and South Bay Parks, thence by East and West Chester Park to Charles-river Embankment again, — a route of about twelve miles.

#### ESTIMATED EFFECT OF COST ON TAXES.

The area of the city is, in round numbers, 22,000 acres, of which 211 acres, or about one per cent., are at present public pleasure-grounds; the additional acreage in parks and park-ways located under this act is about 1,100, or five per cent. of the whole area, at an estimated gross cost for land and buildings thereon amounting to three-fifths of one per cent. of the assessed valuation of the city, real and personal, for the year 1875.

The immediate influence of the large expenditure required for taking lands as located, upon the rate of taxation, would be approximately as follows: —

		Rate.	Tax.
Valuation in 1875,	\$793,767,900	\$13.70	\$10,864,620
Less cost of lands,	4,726,400	5% int.	236,320
Relative valuation,	<u>\$789,041,500</u>	\$14.06	<u>\$11,100,940</u>

thus increasing the rate of taxation thirty-six cents on \$1,000 to raise the same relative tax.

In this statement nothing is allowed for the increased tax accruing from the increased valuations of estates directly



benefited by the location of parks adjacent thereto, which will, judging by the experience of other cities, at once favorably modify the rate of taxation, soon offset the entire increase, and then permanently reduce the general average.

#### NAMES OF PARKS, ETC.

The names used in designating the various locations are adopted for the convenience of this report only.

For your convenience, four large maps have been prepared, as follows, one showing the Charles-river Embankment, Back Bay and Parker Hill Parks. Scale, 150 feet to the inch.

Brighton Park and Chestnut-Hill Reservoir. Scale, 200 feet to the inch.

West Roxbury Park and connections. Scale, 300 feet to the inch.

South Bay Park and surroundings. Scale, 100 feet to the inch.

A detailed account of the expenditures of the Commission accompanies this report marked "Appendix A."

In making the locations herewith presented, the Commissioners have sought the professional advice of Mr. Fred. Law Olmsted, upon the general scheme, rather than upon the minor details. His experience and success in similar undertakings in several cities have made him an authority throughout the country. The assistance they have thus received enables the Commissioners to offer the plan herein presented with a degree of confidence which they otherwise would not feel.

They also desire to make their sincere acknowledgments to the large number of fellow-citizens who have aided them in the prosecution of their work. While some have, perhaps, been warped in the expression of their views by personal interests, not necessarily incompatible with the public good, it has been gratifying to observe that the far greater number have been influenced solely by an earnest desire that this proposed great public improvement should be so executed not only as to satisfy the citizens of to-day, but also be regarded in future years, when the population of Boston shall have doubled and quadrupled, as a priceless inheritance.

Respectfully submitted,

T. JEFFERSON COOLIDGE,

WM. GRAY, JR.,

CHARLES H. DALTON,

*Commissioners.*



# APPENDIX.

## APPENDIX A.

### EXPENDITURES OF THE PARK DEPARTMENT.

Amount appropriated October 5, 1875, . . .	\$6,900 00
Amount expended to December 31, 1875, as per first report, . . . . .	\$1,987 81
Amount expended to April 31, 1876, . . . . .	3,421 57
	5,409 38
Unexpended balance May 1, 1876, . . . . .	\$1,490 62

The above amount of \$3,421.57 was expended as follows: —

Salary of clerk . . . . .	\$300 00
Draughtsmen and drawing materials . . . . .	563 41
Surveyors, engineers and expenses . . . . .	972 10
Maps . . . . .	5 60
Stationery . . . . .	18 61
Printing second report, including maps, . . . . .	1,538 09
Washing towels and floors . . . . .	14 76
Coach hire . . . . .	9 00
	\$3,421 57

## APPENDIX B.

### DRAFT FOR A PROPOSED ACT CONCERNING CHARLES RIVER FLATS.

#### AN ACT IN ADDITION TO AN ACT FOR THE LAYING OUT OF PUBLIC PARKS IN OR NEAR THE CITY OF BOSTON.

*Be it enacted, etc., as follows:—*

SECTION 1. The Board of Park Commissioners for the City of Boston is hereby authorized and empowered to build a sea-wall on the Boston side of the basin of the Charles river between the angle in the present harbor line, at the northwesterly corner of Taylor and Sohler's wharf, and a point where the proposed line described below joins the present harbor-line, and to fill up the grounds enclosed by said wall for the purposes of a public park in accordance with the provisions of the Act of 1875, chapter 185. The lines of the said sea-wall shall be as follows: —



Beginning at the angle in the present harbor line at the north-westerly corner of Taylor & Sohier's wharf, and running southerly in a straight line, to a point westerly of and distant two hundred feet perpendicular from the said present harbor line, near Mt. Vernon street; thence running south-westerly, by a curved line of nine hundred feet radius, tangent to said straight line, to a point northerly of, and distant two hundred feet perpendicular from said present harbor line; thence running south-westerly again in a straight line, tangent to said curved line, and parallel to the straight part of said present harbor line to a point; thence running westerly, by a curved line of eighteen hundred and fifty feet radius, tangent to the last-mentioned straight line, to the said present harbor line, with which said curve is also tangent.

The lines of the sea-wall aforesaid shall constitute the harbor lines beyond which no wharf, pier or other structure, and no filling in shall be extended into or over the tide-waters of the said basin, excepting such landing places, not exceeding ten in number and extending not more than twenty-five feet from said sea-wall, and of such shape as the Board of Harbor Commissioners shall approve.

SECT. 2. This act is made subject to the following conditions and restrictions, namely: The grounds so enclosed and filled up shall be used solely for the purposes of a public park, facing and abutting upon the said Charles-river Basin. And when the City of Boston, or the said Park Commissioners, shall have built the said sea-wall and fitted up the said grounds as a park as aforesaid, and so long as the same shall be used solely as said park, the Commonwealth will preserve the water-frontage of said park upon the Charles-river Basin, and will not authorize or permit any filling out or extensions or erections from, or contiguous to, the water-line of said park. But said park shall be subject to the right of the City of Boston or of the Commonwealth to construct and maintain a public sewer or sewers through and beneath said park for the convenient drainage and sewerage of the City of Boston and its neighborhood, and the filling up of the said grounds shall be of such grade as shall be best suited for such drainage and sewerage.

*Provided, also,* that nothing in this act shall be construed as impairing the right of any person entitled to wharfage or flats which shall be cut off from tide-water by the said sea-wall and filling up to demand and receive full compensation for any property, rights or interests taken by said Board of Park Commissioners for the purposes of said park.



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