

REPORT OF MONEYS RECEIVED AND EXPENDED  
AND WORK DONE BY THE

MADISON PARK AND PLEASURE DRIVE  
ASSOCIATION

1 FOR THE YEAR ENDING APRIL 15, 1895.

FEB 15 1892  
John M. Olin

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## PRESIDENT'S ADDRESS.

MADE ON BEHALF OF THE BOARD OF DIRECTORS OF THE MADISON  
PARK AND PLEASURE DRIVE ASSOCIATION FOR THE  
YEAR ENDING APRIL 15, 1895.

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

The Madison Park & Pleasure Drive Association was organized on July 10, 1894. Its purpose, as declared in the articles of incorporation, "shall be to open, extend, maintain and improve park and pleasure drives in and about the city of Madison."

While the objects of the Association are general, its first work has been to maintain and improve the Lake Mendota drive; but it is hoped that in the near future a similar drive may be secured around Fourth lake to the asylum, and around Third lake as far, at least, as Winnequah. This Association stands ready to help secure and maintain such drives, but it is believed that these will all the sooner be obtained by properly maintaining and improving those we now have.

### COST OF CONSTRUCTING LAKE MENDOTA DRIVE.

The greater part of the Lake Mendota Drive was built in the summer of 1892. That portion which extends around University bay was constructed by private donations. For this purpose, there was originally subscribed \$6,685.00. Of this amount all has been paid except \$125.00. A very severe northeast storm seriously injured the drive in the spring of 1893. This damage was promptly repaired, and, at the same time, the road was widened throughout the whole length of the filled portion, so that teams can pass at any point with perfect safety, thus making the road very much better than was originally promised when the subscriptions were obtained. To meet this increased expense, and to maintain this portion of the drive up to July, 1894,

when this Association assumed the burden of maintaining the whole drive, there was paid, from time to time, prior to July, 1894, the sum of \$344.50, making, together with the amounts paid on the original subscriptions, the sum of \$6,904.50. Every cent of this money, except between \$300 and \$400 used to build the rustic bridge, was expended on the portion of the drive around the bay, and this money has all passed through the hands of J. J. Suhr, treasurer of the supervisory committee for the construction of that part of the drive. The lands for all portions of the drive have been donated by the owners, and excepting the portion around the bay, all of the drive was constructed at the expense of the owners of the land through which it passed and was maintained at their expense until July, 1894. Two thousand dollars would be a low estimate for the land thus donated, exclusive of the expense of constructing and maintaining that part of the drive.

The Mendota Heights Association has constructed and maintained, at a cost of not less than \$1,000; over two miles of additional drives, which are connected with, and really form a part of, the Lake Mendota Drive. Then there are the beautiful drives leading to Eagle's Nest, and connected with the Lake Mendota Drive, constructed and maintained wholly at the expense of Mr. Raymer.

What has been said, thus far, pertains to what may be called the north part of the Lake Mendota Drive. The south part of this drive extends through what is known as the William Larkin farm. The cost of the right of way and of constructing this portion of the drive, including the amount paid for land for park purposes, is between \$2,500 and \$3,000. This has all been paid for by Prof. Edward T. Owen. It extends from the northeast corner of the catholic cemetery through to the Mineral Point road, a distance of about a mile and a half, and contains, including the land for park purposes, a little over fifteen acres, of which ten acres is covered with timber.

It is hoped that these two parts of the drive may soon be connected. When this is done, we shall have the basis of the finest pleasure drive in Wisconsin.

#### CONDITION OF MEMBERSHIP.

The cost up to July 1, 1894, of this system of drives and of the land for park purposes is, at least, \$13,000.00. As stated above, it is one of the objects of this Association to maintain and improve this drive. One becomes a member of the Association by agreeing to pay \$25 for the year, and ceases to be a member by failing to renew his subscription. Last year there were twenty-six persons who signed as members. Of these, four have declined to renew their subscriptions for the present year; one has not yet given a definite answer, and two others, on account of absence from the city or sickness, have not yet been seen. But while some have dropped out, others have come forward to take their places. The following is the list, thus far, of the members for the present year: B. J. Stevens, John C. Spooner, L. S. Hanks, H. A. Taylor, Frank G. Brown, R. Bunn, Edward T. Owen, Richard T. Ely, Frank W. Hoyt, Dr. Philip Fox, John Hess, A. H. Hollister, E. G. Updike, C. F. Cooley, H. C. Adams, George Raymer, Cassius B. Nelson, L. E. Stevens, Jabe Alford, J. M. Clifford, T. C. Richmond, David Stephens, Charles N. Brown, A. L. Sanborn, T. E. Brittingham and John M. Olin.

There are some others who will, undoubtedly, sign as members as soon as they can be seen.

#### AMOUNT SUBSCRIBED BY NON-MEMBERS.

We wish to raise the present year, outside of the members of this Association, from \$200 to \$250, to be expended on that portion of the drive which crosses the marsh. Of this amount there has already been subscribed \$180 by the following persons: J. J. Suhr, Robert G. Siebecke, Wm. T. Fish, S. L. Sheldon, S. A. Harper, Elizabeth Proudfit, C. E. Buell, Frank Hinrichs, W. A. P. Morris, George W. Bird, Olson & Veerhusen, James E. Fisher, S. P. Rundell, Lyons & Daubner, G. P. Kingsley, D. D. Warner, John Corscot, C. R. Barnes, J. B. Parkinson, Reuben G. Thwaites, F. J. Lamb, J. B. Kerr, F. W. Oakley, G. C. Kollock, J. W. Stearns, J. H. Carpenter, W. A. Henry, W. L. Beattie and I. S. Bradley.

## DRIVES TO BE MAINTAINED IN GOOD CONDITION.

It is desired to so improve this pleasure drive, and any other similar drives that may be secured, that they will be pleasant to drive over during the muddy and dusty seasons as well as at other times. This can be done by covering such drives either with cinders, ashes or quarry screenings. Considerable of such work was done by this Association last season, and the money at its disposal will enable it to continue this work during the present season. It is also proposed to plant, this year, along parts of the drive a number of the more hardy flowering shrubs. Many people think these will be destroyed. Some of them may, but in time, there will be created a public sentiment that will not tolerate any such vandalism.

As long as this system of drives is maintained by individual subscription, there are two classes of persons who will wish to contribute. First, those public spirited citizens who, though they may not own horses and but seldom, if at all, ever use the drive, feel that it is a public improvement worthy of their support. There are many such persons among the above names. Second, those who use the drive and are able to contribute to its support. It would seem as though the livery stable men would fall within this second class, but, with the exception of Hess & Schmitz, who have always contributed liberally toward this drive, both of money and time, they all refused to aid in any way this enterprise during the present season. It should be said, however, that one livery firm contributed five dollars, but under a statement that the drive was laid out so as to be a damage to their business and was a scheme in the interests of real estate speculators. Upon our learning these facts, the five dollars were promptly returned.

There is, however, a general feeling in favor of these drives, and by a little perseverance for a few years they will become gradually improved and extended. I believe that money so expended will result in large good to the citizens of Madison.

Respectfully submitted,

JOHN M. OLIN.

*President.*