

**ST. JOSEPH'S PARKWAY & BOULEVARD SYSTEM
Landscape Architectural/Historic Survey**

ST. JOSEPH, MISSOURI

THREE GABLES PRESERVATION

July 31, 1991

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Three Gables Preservation**

**for the Landmark Commission,
Community Development Department,
and the City of St. Joseph, Missouri**

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The survey of landscape architectural and historic resources in St. Joseph's park system was begun in August, 1990. The survey was funded by the City of St. Joseph with a matching grant through the Missouri Department of Natural Resources, Historic Preservation Program, which receives allocations from the Historic Preservation Fund of the Department of the Interior, National Park Service, under the provisions of the National Historic Preservation Act of 1966 and subsequent amendments.

The survey was conducted by Deon K. Wolfenbarger, who was hired as the consultant by the City of St. Joseph. The survey project coordinator for St. Joseph was Dale E. Nimz. Project Coordinator for the Missouri Historic Preservation Program was Gerald Lee Gilleard, Survey Coordinator.

The City of St. Joseph has been conducting historic resource surveys for many years, amassing a great deal of information about its historic built environment. However, the majority of those surveys have focused on the areas centering around the downtown. In addition, all of those surveys have been concerned with buildings. In this project, it was proposed to not only inventory a different area of the city, but a different type of resource - the landscape. Specifically, the parkway and boulevard system of St. Joseph was reviewed for its historic significance in the context of St. Joseph's development, as well as within the parks movement in this country. The parks, parkways, and boulevards which were part of the connected system in the city were evaluated for their contribution to the system as well as for their individual significance.

While the parkway and boulevard system may be familiar to St. Joseph residents, it is safe to say that it is an under-recognized and promoted resource to outside visitors. The survey of the parks system will reveal the significance of these valuable historic resources. Hopefully, this documentation will then be utilized in future planning efforts. Identification is always the first step in any planning process. Future design decisions, protection measures, or promotional activities can all benefit from the information gathered in a historic survey.

RESEARCH DESIGN

Landscape Architectural/Historic Survey St. Joseph's Parkway & Boulevard System

Introduction

The City of St. Joseph will conduct an intensive level survey of its parks, parkways, and boulevards. The survey will encompass approximately 600 acres and will include: Krug Park, Corby Grove, Bartlett Park, King Hill Overlook, Noyes Athletic Field, South Park, Fairview Golf Course, Parkway A, Northwest, Northeast, Corby, and Southwest Parkways; and Noyes Boulevard.

The majority of the work on the St. Joseph parks system as a whole was done in the decades after the turn of the century, although some individual parks, such as Krug Park, have their histories beginning in the late 1800's. It is possible therefore that a variety of landscape design styles may be surveyed, ranging from the florid Victorian design, to the Beaux Art tradition of the City Beautiful Movement, to the naturalistic elements of the American Romantic style. More important than discovering individual parks and their features will be a review of the entire park system, and its effect on the physical development of St. Joseph.

The story of the system as a whole began in 1910, when the Ad Club of St. Joseph hired Charles Mulford Robinson to outline recommendations for improvements to the city. Robinson was a journalist-turned-planner who coined the phrase "the City Beautiful". Robinson's recommendations for a parkway system were put to paper in 1912 by consulting landscape architect George Kessler. Kessler was nationally recognized for his civic and park planning, and was responsible for the design of several park systems. Due to early opposition and the start of World War I, the development of the system was delayed until 1916. At that time, George E. Burnap was hired to work on a master plan for park development. Much like Kessler's plan, he developed a system of parkways which connected the principal existing parks and provided a belt of green around the city. Burnap was both a landscape architect and architect, and was the consultant for many midwestern park systems as well as being staff landscape architect for Washington, D.C. The survey of the St. Joseph parks system will not only discuss the role of these important designers, but follow the chronological development of the parks.

Methodology

Field Survey: On-site field observations will be made for the above named parks, parkways, and boulevards. Recent base maps or aerial photographs will be used to document features, including buildings, structures, objects, circulation systems, drainage & engineering structures, major vegetation stands, site furnishings, and natural features. A notation will be made of those considered to be major design features (especially those fifty years or older), with a discussion of their condition, and type of construction materials. Photographs will record the current conditions of the parks, parkways, boulevards, and significant individual features. Krug Park will be surveyed first due to potential site plans.

Background Research: Archival research will begin immediately with the identification of primary and secondary data sources. As the Parks Department does not have any historical information on hand, this could prove to be the single most important product of the survey. Dates of construction and other pertinent historic information will hopefully result from newspaper clippings, annual park board reports (if these exist), plat and other historical maps, old photographs, etc. A visit to the Kessler collection at the State Historical Society in St. Louis may be required. Contact will be made with the Washington D.C. park system for any information on Burnap.

Evaluation: The data will then be synthesized and recorded on the ASLA National Survey Form. Field work and archival research will be integrated and organized as it is compiled. Maps and photographs of the properties over time will be reviewed for similarities, changes, and their correspondence with the accumulated data. Historic data will be reviewed for its completeness, and any gaps in information will be noted. A discussion of significance and integrity, utilizing the National Register criteria and NPS Bulletin 18 as a basis for analysis, will arise from these comparisons. The most difficult aspect of analyzing parks will be the inherent nature of landscapes to change over time. The summary report will address this issue of change while addressing the potential of National Register designation. The proposed Secretary of Interior's Standards for Landscapes, if completed before the end of this project, may be utilized in this evaluation. In any case, the summary report will need to include a preliminary discussion of the relevant historic landscape contexts.

Products

1. The National Survey Form developed by ASLA for historic landscapes will be completed to the National Register level of documentation for each park and boulevard. A continuation sheet for each identified major feature will also be included. It is of primary importance, however, that the individual features not be emphasized over the **overall design**. As N.R. Bulletin 18 states, "Individual features - even though some may be movable or could be considered separately - contribute to the overall identity and character of the landscape and should be considered, in most instances not individually but in terms of their relationship to the totality of the landscape." However, one cannot deny that these parks will contain some significant elements which are worthy of additional analysis and research. Therefore, the ASLA forms will be expanded to include a continuation sheet on such elements, with items 7-11 filled out for each. 5x7" black & white photographs will accompany each survey form and continuation sheet, as will historic and existing condition maps. As the parks department does not have many base maps for their parks, the existing condition maps will either be developed from aerial photos or existing base maps in the Community Development Office. The existing condition maps will locate the major features for each park or boulevard.

2. A draft historical context for the entire parks system will be completed with the inventory form for Krug Park. This will preliminarily identify the chronological development of the parks system, as well as the important historical themes.

3. A summary report will briefly outline the early history of the St. Joseph parks system, the parks movement nationwide, and place this system within that historic context. An overall discussion will establish the resources' reasons for significance, determining whether they are significant for their original design, altered character, or both. The report will also make recommendations as to the feasibility of pursuing National Register designation and prioritize any further park survey work.

Summary Report

Introduction

As noted earlier, inventory forms were completed for each of the designated parkways and parks. These present a brief discussion on the significance of the individual site. However, as is often the case with most park systems, a broader perspective is necessary in order to evaluate the system as a whole. The parks movement in America began at first with the design of single-site public parks, but evolved to the design of entire systems connected by boulevards and parkways. Since the majority of park construction in St. Joseph took place well into our country's period of park system development, nearly all of the sites inventoried were developed with that concept in mind. In other words, these parks and parkways have always existed as part of a larger system. Even Krug Park, which had been developed earlier, was completely redesigned so as to fit in with the rest of the park system.

In order to better understand how St. Joseph's parks and parkways relate to other park systems, a discussion of the parks movement in this country is presented first. Then the history of the development of St. Joseph's "garland of green" is discussed, with particular emphasis on the three prominent designers of the system. Finally, recommendations for historic designation and further research are presented.

Parks Movement in the U.S.

The first open spaces in this country set aside for public use were the village greens of New England and the Boston Commons. It would take a stretch of the imagination to categorize the Boston Commons as it was set aside in 1630 as a park, though. There was no formal design, and the original intent was for use as a common cow-pasture and for drilling the local militia. James Oglethorpe's plan for Savannah in 1733 was actually more a precursor to the concept of a parks system, setting aside a series of public squares. There are many other instances of public open spaces in our country's early history, but those that existed were not intended for recreation.

The concept of parks in this country was derived from European culture, where the first parks were the hunting grounds of royalty. These and other pleasure parks were constructed for private use only however. It took a bloody revolution for Versailles to become the property of the

people of France. It wasn't until the reform era of the 1830's and 1840's that the concept of a public park emerged in England with the establishment of Victoria and Birkenhead Parks. Just a few years after the completion of Birkenhead Park, our country had its first public park which resulted in an entire movement of parks development.

In 1851, the Legislature of the State of New York passed what is now known as the First Park Act. This authorized the City of New York to begin acquiring land for what was to eventually become Central Park. After a competition, the plans of Frederick Law Olmsted and Calvert Vaux were selected for Central Park in 1858. As an interesting note, it was during their association with the park during its construction that Vaux and Olmsted first used the term "Landscape Architect" to describe their title.

With Calvert Vaux and other partners, Olmsted went on to design over 50 additional projects, including several parks, residential communities, campuses, and his last two great projects - the site plan for the World's Columbian Exposition and the Vanderbilt estate, Biltmore. He believed in the social values that his designs were to promote; i.e., that the pastoral scenery of parks could serve to relieve the stress of urban living. In order to achieve this sense of calm, conflicting uses and designs were separated. Pedestrian and vehicular roadways were segregated from each other, and active play areas were apart from scenic vantage points. Individual elements in the landscape were also subordinate to the overall design. Examples of this subordination were his walks and drives, constructed with gentle curves and grades which did not require the user to think much about movement through the park.

Although Frederick Law Olmsted is the acknowledged father of landscape architecture and was the leading post-Civil War practitioner, there were several other pioneers in the field who had an effect on park systems and city planning. H.W.S. Cleveland lost to Olmsted and Vaux in the competition for the design of Central Park, but eventually worked with Olmsted on Prospect Park, New York City. However, he decided there were better opportunities in the West, and set up his office in Chicago in 1869. He designed projects in several midwestern states, working on cemeteries, suburbs, resorts, campuses, estates, and various institutional and governmental developments. Perhaps most noteworthy is his work on parks and park systems. As early as 1869, Cleveland was recommending a 14 mile "grand avenue" connecting Chicago's parks. In 1872, he advocated a bold plan for a metropolitan park system for Minneapolis and St. Paul.

H.W.S. Cleveland worked for over half a century, but he never has received proper recognition for his work. As an example, Charles Eliot (an equally brilliant early landscape architect) is often given credit for envisioning the first metropolitan park system, that of Boston's in 1890. It can be easily seen however, that many of the pioneering efforts of landscape architecture, particularly that of park system design, were occurring in the Midwest. One explanation for this region's ready acceptance for metropolitan systems is that developing midwestern cities were at a stage of growth where the need for parks was readily acknowledged, land was still available, and the acquisition costs were still reasonable. Another reason is that the World's Columbian Exposition of 1893 was held in Chicago. The Chicago World's Fair, as it is often called, represented a culmination of the arts at this period. Its influence lasted from the 1890's until the 1920's, and reached far beyond the Midwest. Undoubtedly, many nearby community leaders visited the fair and came away with an awakened interest in civic design.

There were actually several implications which resulted from the World's Columbian Exposition. One became an important component of city planning - that comprehensive planning could harness the technology that was sweeping American cities and could produce an attractive living environment. The Great White City, as it was called, enchanted the public with its use of electric lights to outline buildings. Uniform building heights and the white surfaces brought a homogenous appearance to structures of differing designs and character. According to Norman Newton, another positive aspect of the Exposition was the interprofessional collaboration of the fair's designers. City planning in the future would take its cue from this collaboration. A negative aspect of the fair, which was eventually realized during the 1930's, was the public's obsession with "classicism". Most Americans were enchanted with the cosmetic aspects of the fair - the classical architecture, the broad thoroughfares, and the generous landscaping.

The "City Beautiful" movement is generally thought to have its origins in the World's Columbian Exposition. The development of city-wide park systems played a prominent role in the City Beautiful movement. Indeed, city planning for many communities began with the development of parks systems. It was quickly discovered that construction of a park or boulevard affected the surrounding development. The most positive feature touted by planners and politicians was the almost immediate raise in property values of the adjacent land. Several pioneers in the City Beautiful movement and park system planning are connected with the development of the St. Joseph parks system, and will be discussed later.

The parkway movement is somewhat separate from the City Beautiful aspect of planning. The terms "parkways" and "boulevards" were used interchangeably by the early landscape architectural pioneers - Olmsted, Cleveland, Eliot. Both terms were generally used for roadways that were simply wider and more embellished than regular streets. "Boulevard" was of course borrowed from the French, and the pre-1900 roadways are today more accurately referred to as such. The term "parkway" did not receive its current connotation until after World War I with the completion of New York's Bronx River Parkway. According to Norman Newton, after this project the term "now denoted a strip of land dedicated to recreation and the movement of pleasure vehicles . . . The parkway was **not** itself a road, it **contained** a roadway." The accompanying right-of-ways would have significantly varying widths, depending upon the surrounding natural and cultural conditions. The purpose of such a road was to provide a pleasant and comfortable driving experience. The gentle curving alignment found in these parkways would encourage a driving speed for just such an experience. Most importantly, the access over the parkway was limited, as was the type of traffic (commercial vehicles were prohibited). Thus the parkway was a true 20th century phenomenon, born in the age of the automobile. Its features - curvilinear alignment, limited access, exclusion of commercial traffic, elimination of grade crossings, satellite parks, a blending of natural and cultural features, and the conversion of the entire corridor into a park - differentiated it from the earlier boulevards.

The Bronx River Parkway in New York was begun before World War I. Construction was halted for the war however, and it was not substantially completed until 1923. The fifteen-mile original stretch is generally considered the first true parkway in this country. Other parkways constructed through the 1930's (the most notable of which is probably the Blue Ridge Parkway in Virginia) eventually became the forerunners for the freeways of today. Certain geometric concepts were worked out in parkway construction. However, today's freeways tend to be mathematical solutions which require beautification, rather than an artistic design of landscape features. As Newton points out, the parkways were more than cosmetic treatments of strips of pavement.

Although true parkways are generally roads which are longer than those found in metro park systems, they did provide the prototype for roadway systems in cities which connected parks. In the mid-20th century, the emphasis turned to these "parkways" connecting active recreation areas. Providing a pleasant driving experience wasn't enough. Americans wanted to drive to somewhere, and with growing free time, wanted to drive to parks which provided a place for recreation. At this point, the

playground and recreation movements in our country coalesced with urban parks boards, forming in most cities the joint "Parks and Recreation Department". Until very recently, the emphasis in our city parks has probably been sport and recreation. However, the renewed interest in our environment may bring with it the historic associations of parks as natural areas providing respite from urban living. Many urban residents are coming to appreciate trees, provided in large groupings in parkways and parks, as the "lungs" of our cities. Thus urban parks today carry the difficult burden of providing scenery, health, sport, economic revitalization, and hopefully not last, a historic and useful link with our past.

History of the St. Joseph System

Although St. Joseph entered the realm of park system planning fairly late when compared to cities of similar size and development, the history of its parks begins quite early. Smith Park was donated to the city by Frederick W. Smith in 1855. While this gift may seem generous in light of rapidly escalating land prices in the young community, the tract for the park was basically "undevelopable" land left over from an addition which Smith laid out. Other park lands were also donated before the park system was planned, but these were not developed. The few that were developed, such as Krug Park, were done in a haphazard manner.

Many communities began planning for city-wide park systems around the time of the World's Columbian Exposition of 1893. St. Joseph, however, did not really begin thinking about such a system until after the turn of the century. A negative result of this delay is that park lands became too expensive to acquire in the already built-up portions of the city. A perhaps unforeseen benefit is that the City was able to assess what other communities had already accomplished. Also, they were able to take advantage of some of the most prominent park and city planners available in the nation at the time. These people brought their expertise to St. Joseph to create what was known at the time as one of the best systems in the country.

As the citizens of St. Joseph became aware of the strides made in civic design in other cities, interest grew in improving the aesthetics of the community. A legal committee was established to review the city charter. It was found that the charter was lacking in the mechanisms which would allow a program of beautification to be undertaken. The entire city charter was reviewed, revised, and finally adopted.

The new charter provided for a Board of Park Commissioners. Before this, the parks were operated by an administrative board having no power. The first Board was appointed in April of 1910, and was authorized to establish a system of parks and boulevards; to select park lands either within or outside the city limits; to lease, purchase, or condemn those lands. The manner in which funds were to be raised and spent was also determined.

Members of this first board were: A.P. Clayton, Mayor; Henry Uhlinger, President; John D. Richardson; W.D. Webb; Rudolph Rau, Superintendent and Secretary Pro Tem; and W.K. Seitz, Secretary. The new Board of Park Commissioners oversaw the construction of new buildings in Mitchell and Bartlett Parks, the installation of fountains in Smith and Patee Parks, and the establishment of Noyes Boulevard. However, the impetus for the design of a city-wide park system did not begin with the Board or any city officials. Rather, the Ad Club of St. Joseph took the initiative and hired Charles Mulford Robinson in 1910 to prepare a report on civic improvements.

Charles Mulford Robinson

Charles Mulford Robinson received his A.B. degree from the University of Rochester, and was an editor on that city's newspaper at the time of the Columbian Exposition. He was not only fascinated by the splendor of the Fair, but also by its growing effect on the public. His experience of the Fair added to his already intuitive preoccupation with the form and function of cities. He had visited Europe prior to the Fair, and was greatly influenced by activities in Germany and England especially. In writing about the Columbian Exposition, and later about "civic aesthetics", Robinson became a pioneer in city planning, or at least in the **discussion** of city planning. Prior to this, little attention had been given to the subject, and Robinson is credited with being one of the first to write about it.

Robinson wrote so many articles about city planning for periodicals that by the turn-of-the-century, he had amassed enough to bring out his first book, The Improvement of Towns and Cities, or the Practical Basis of Civic Aesthetics. Although Robinson had to publish it himself, it immediately became a best seller and went through eleven editions by 1916. Its success encouraged Robinson to come out with a second and larger work, Modern Civic Art, or the City Made Beautiful in 1903. This, coupled with his many short pieces entitled "The City Beautiful" for newspapers in 1903 and 1904, gave rise to the new password for the movement. In later years, when the "City Beautiful" movement would be faulted for its obsession with the "classical", Robinson was often criticized

for his emphasis on "beautification". However, his complete and total dedication to city improvements could never be doubted. His writings reflect his utter confidence in "the world-wide civic battle between Ugliness and Beauty". Many of his critics overlook the encouragement his writings offered to communities, and most importantly, his emphasis on grass-roots accomplishments.

Civic art is not an outgrowth only of fashion and large gifts. . . in a populous community the roots should reach down to the common people, to the people who individually have little money but who by the force of their numbers stamp the public taste and opinion, to those to whom the city's care is ultimately committed. There can be no exclusiveness in civic art.

His books became bibles for local civic improvements, and Robinson became extremely popular as a city planning consultant. Including St. Joseph, he prepared reports for twenty-five cities from New York to Honolulu. As can be seen when reviewing "The St. Joseph of the Future", his manuscript presented to the Ad Club, Robinson's strength did not lie in actual physical design. His contribution to the field of city planning and its rise in the early 20th century was general and theoretical. Today, with interest in the City Beautiful movement reviving among historians, Charles Mulford Robinson will undoubtedly be further recognized for his prominent role during this era.

As Robinson noted in his book The Improvement of Towns and Cities, many accomplishments in civic planning were the results of grass-roots movements. The beginnings of St. Joseph's system can also be credited to such a grass-roots effort. In February of 1910, a special meeting of the St. Joseph Ad Club was held to formulate plans for a "City Beautiful" movement. A committee of five was appointed to outline plans and solicit funds for securing "Mr. Robinson, the Landscape Artist" to observe the city's progress and make a report. A few days later, members of the Park Board met with the Board of Directors of the Ad Club and agreed to work on the project, which was then jointly referred to as "our 'City Beautiful' project".

The Ad Club mailed letters requesting subscriptions to the "City Beautiful" fund, and had enough responses that they were able to hold a meeting for the subscribers ten days later. Robinson was quickly brought out - he visited St. Joseph in either later February or very early March (a bill for his livery rig was received by March 3rd). After the Ad Club received his report in May of 1910, a fee of \$1000.00 was remitted to Robinson. A committee was appointed to call upon the Park Board and

present them the plans, if "they would arrange to have the same printed in book form for distribution." One month later the Department of Commerce and Labor in Washington, D.C. requested a copy of the report, but it had not yet been printed. It is probable that it was never printed as the cost was too great, but in September of 1910, the Ad Club voted to bind Robinson's report and give it to the public library. A typed copy exists there today that appears to have a few handwritten corrections and drawings by Robinson, as well as original photographs.

"The St. Joseph of the Future" was not meant to be a treatise on the parks system alone. Robinson was in fact asked to present a report on what could be done to "improve" St. Joseph, with the obvious focus on the physical environment. After studying the situation, he found four dominating needs or problems. The one which was most discussed with him by members of the Ad Club was that of playgrounds, parks, and boulevards, which he felt was "properly embraced by the broad term "Park System." There were other pressing design issues in St. Joseph at that time though. The other problems were: the location for a Union Passenger station, a location for a new city hall and larger public library, and last, the development and maintenance of streets and adjoining private property.

Fully half of his report focuses on the park system. His belief in the value of such an amenity is best left to his words.

A good park system is all pervading. It penetrates, in one form or another, all parts of the town, spreading its influence where it does not actually transform, injecting new life and blood into the dry bones of the street system, and changing for the better the general aspect of the town. If we can work out for St. Joseph a good practicable park system, we shall have quite a different community to deal with . . .

Robinson's first task was to assess the current situation. His report included a map of the extant park holdings of St. Joseph in 1910. Figure 1 quite clearly shows that St. Joseph was distinctly lacking in park land, especially considering its size and the year. Krug Park and Bartlett Parks are the only ones with any size, and at approximately 20 acres each, Robinson considered them too small to adequately serve as larger "pleasure grounds". What made St. Joseph's situation even worse was the lack of land surrounding most of the schools at that time. This, combined with the tight development of the inner sections of St. Joseph, gave very little recreational opportunity to the majority of residents.

As with all park planners from the 1850's, Robinson sincerely believed in the social benefits of parks. Therefore, it was imperative that

Such a system should serve all parts of the city, and it should be adapted to all kinds of people - poor and rich, young and old, those who drive and those who walk, those who seek the park for rest and those to whom its best service will be in the opportunity it gives for exercise.

Planning for a park system therefore, should involve a variety of sites which were not only accessible, but equally distributed. Last in his consideration, but by no means ignored, was conservation of natural resources and the use of land "that is not good for other purposes". In order to approach the plan, he decided to review park needs and opportunities in a "zone treatment." In the same manner as St. Joseph grew, he planned for a system in concentric semi-circles, moving outward from the central city. Within the inner ring, he found good opportunity for park development on what he referred to as "The Three Hills" of St. Joseph - Prospect Hill, High School Hill, and King Hill.



Figure 2.

"The Loncly Country from Prospect Hill"

From Robinson's "The St. Joseph of the Future", 1910. Courtesy of the River Bluffs Regional Library; St. Joseph, Missouri.

Prospect Hill was at the northern edge of the business district. The steep topography had kept development off of the site. The value of the site as a park however, was due precisely to that steep character. It afforded views to both downtown and the country (Figure 2). Robinson felt that this site needed little development. Its primary function was to serve the neighborhood and provide a vantage point of the region.

Here mothers and nurses of the neighborhood can take their children, . . . here tired workers from the busy city streets and crowded buildings will stroll on summer evenings, to have the cobwebs blown out of brains and get things in their true perspective; here the sunset will lure many a beauty-lover, and at night the twinkling lights of Prospect Hill's south knoll will be one of the crowns of the city.

He proposed the development of the park to occur on the west slope, with paths winding down the slope past the old fortifications and the old fort above "Dug Cut" road. By utilizing these resources in the park, he pointed out that it would "be a historic park, as well as an outlook point of rare beauty." In light of recent proposals for a riverfront park, perhaps the time has finally come for Robinson's plan. Regarding Prospect Hill, he did underestimate the ease of acquiring the park. He saw that there were only "four, or at the most five, little houses to acquire. All the rest is vacant, and practically worthless for building." It was his contention that no valuable property would be taken off the tax rolls, and the land would cost very little. What he did not count on was the protests which eventually resulted from the plan to pay for the park.

Besides the three hill parks, Robinson clearly saw a need for playgrounds, more so than in other cities. The small schoolyards, compact development of the older portions of town, and the steep topography (which he felt discouraged long walks) all combined to make open spaces rare for more of the children. Where possible, he felt that schoolyards should be expanded. The next best sites were, he felt, in parks. As playfields usually required flat sites, this dictated his choice of some of the proposed park lands.

In the next zone of park development, Robinson took up the issue of the larger "pleasure grounds" which he felt provided the character of a municipal park system. As mentioned earlier, he felt Bartlett and Krug Parks were too small in 1910 to adequately serve, and he proposed additions to both parks. His ideas for both parks are found in the inventory forms for each. However, St. Joseph required much more park land than could be provided around these two parks. "The difficulty is to

be sufficiently restrained in making selections" for the new parks, according to Robinson, "for of no place could it be more truly said that all the countryside is a park."

Citizens of St. Joseph in 1910 were unanimous that the waterworks hill should be included in the park system, and Robinson agreed. It was a 110 acre site which the city could use as a park without purchase. Another large tract, known then as the Curd property, curved between Ashland Avenue and Asylum Road (now Frederick Avenue). A creek bed from 28th to 36th, just north of Olive, was also recommended (part of which was later to become Parkway A). Hyde Park, which during this period was already informally used as a park, was an especially critical park site, as this crowded portion of St. Joseph did not have many recreational opportunities.

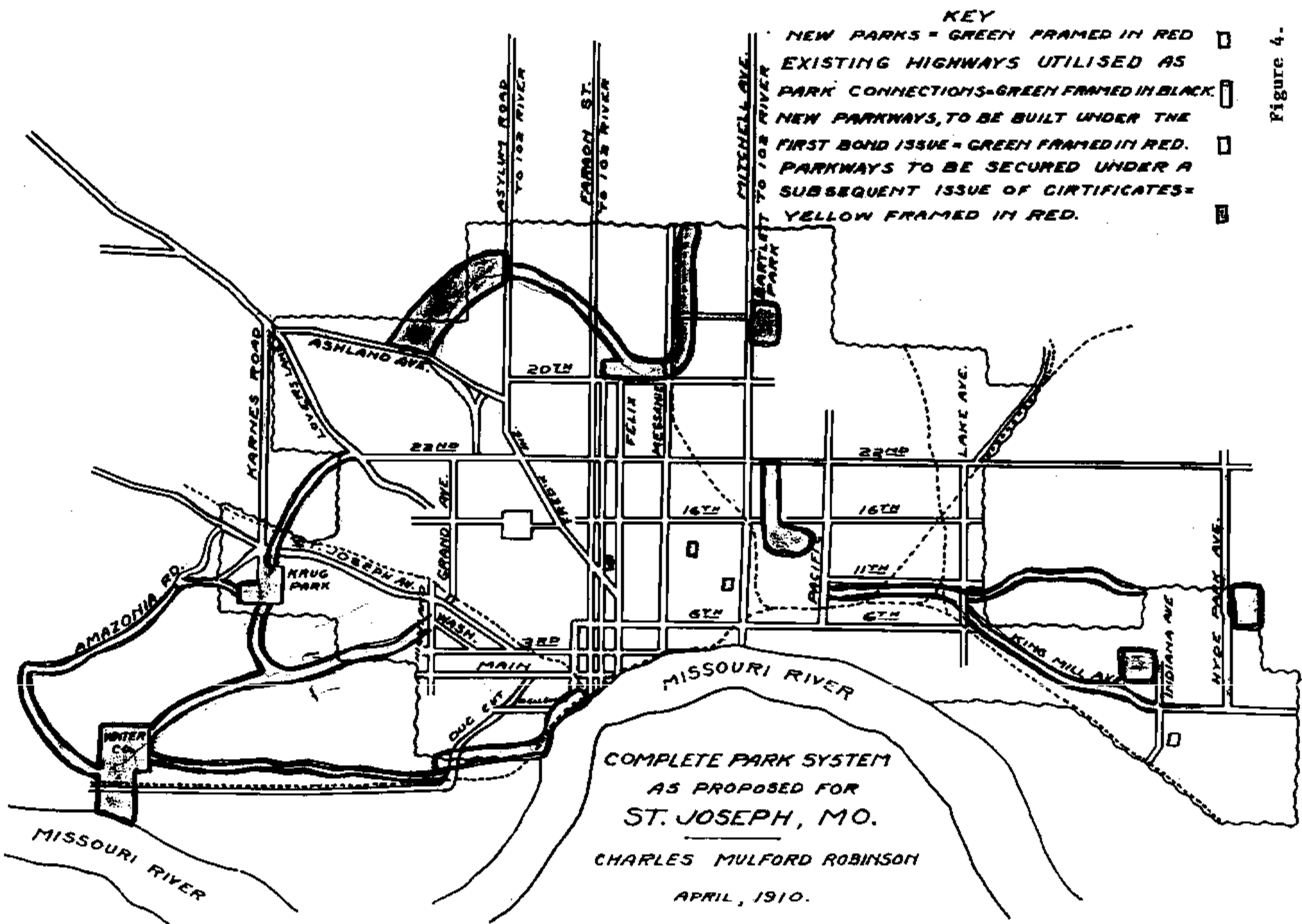
Since St. Joseph was so far behind in the development of a parks system, Robinson chose not to take up the issue of large outer parks.

In my judgement St. Joseph has so much now to do in the establishment of the much needed inner system, with its necessary approaches and connections, that the distinctly outer system - which, with good inside parks, would be required only if a great city developed - may well wait. . . At all events, I should consider the establishment of an outer system at this time a speculation that the city ought not to undertake until it has done the other things I am recommending. Outer parks at present would be a luxury, of practically no use except to those with horses or motors; while the close-in parks are an immediate necessity for all the people.

Even though he made no concrete recommendations for parks outside the city boundaries, Robinson could not resist contemplating a few sites. The shores of the Hundred-and-Two River, the historic Corby Mill, a possible lake at the river's crossing of extended Mitchell Avenue, and a drive along the river shore were all "alluring visions that a rapid eastward growth of the city" might make possible.

After discussing possible park expansions and acquisitions (Figure 3), Robinson took up the issue of park approaches and connecting drives.

Thus far we have been discussing parks, without regard to their connections and approaches. In the sites proposed, there have been located a number of isolated units, and until these . . . are tied together by suitable connections, and tied attractively into the street plat, we shall not have a park system.



KEY

- NEW PARKS - GREEN FRAMED IN RED
- EXISTING HIGHWAYS UTILISED AS PARK CONNECTIONS - GREEN FRAMED IN BLACK
- NEW PARKWAYS, TO BE BUILT UNDER THE FIRST BOND ISSUE - GREEN FRAMED IN RED
- PARKWAYS TO BE SECURED UNDER A SUBSEQUENT ISSUE OF CERTIFICATES - YELLOW FRAMED IN RED

COMPLETE PARK SYSTEM
 AS PROPOSED FOR
 ST. JOSEPH, MO.
 CHARLES MULFORD ROBINSON
 APRIL, 1910.

Figure 4.

Boulevards were not to be a part of the St. Joseph parks system. To Robinson, a boulevard was a wide, stately thoroughfare which was strictly formal in development.

Obviously, a pleasant country road might be shorn of all its natural charm if made a boulevard; obviously, an artery of the city's street system, with a car line on it, might be robbed of much of its civic usefulness if transformed into a genuine boulevard; obviously again, there is contradiction in describing a narrow wooded road through a picturesque ravine as a boulevard. A real boulevard would cut ruthlessly through the ravine until there remained no narrowness, no woodiness, no picturesqueness.

In planning for park connections, Robinson appears to have relied heavily on existing roadways (Figure 4). Although he did not directly address the reasoning for this, he spoke in other places of the conservative nature of his plan. To him, it was imperative that St. Joseph accomplish something - anything! - in the way of park development quickly. The opportunity for acquiring many of his proposed sites would soon be lost (and in retrospect, this proved to be true for some sites). As with his reasoning for not proposing large outer parks, St. Joseph just had too much to do in the way of a park system. By utilizing existing roadways, the cost of his proposal was greatly reduced.

Although Robinson is unquestionably connected with the City Beautiful movement, having after all coined the term, he was obviously not enamored with every design feature typically associated with the movement. He recommended against formal "sunken gardens", which it was obvious from his report that many St. Joseph citizens were wanting. He also did not propose any boulevards by his definition. "Thus, though I heard much talk of "boulevards" for St. Joseph, there will be no heading in this Report which carries that word." It appears that his plan had none of the faults formerly associated with the City Beautiful movement. Robinson carefully thought about the needs of the city, the layout of the land, its existing development, and how best to provide for a "City Beautiful". Although his report did not present any specific site plans, he clearly did not promote the useless frills of classicism which critics associate with the movement.

After receiving and paying for Charles Mulford Robinson's report "The St. Joseph of the Future", the Ad Club still had funds left over from the "City Beautiful" subscription drive. A lecture on the "Crusade Against Ugliness" was quickly secured for June of 1910. The speaker was J. Horace McFarland, President of the American Civic Association. Four

days later, calling the lecture a success, the chairman of the Ad Club's "City Beautiful" committee requested that his committee be discharged. It is not apparent that they did anything else, but for a short four months, the Ad Club played a small but significant role in the formation of St. Joseph's park system.

Following on the heels of the Ad Club's "success", in 1911 the Board of Park Commissioners secured the services of the well respected landscape architect for the Kansas City Parks Board, George E. Kessler. Kessler, along with his chief assistant R.C. Barnett, was to build upon the preliminary recommendations of Charles Mulford Robinson. Under the city charter, Kessler became the executive officer of the Board, and was empowered to employ any assistance which he required. However, he and the board agreed that the drafting of the plans and engineering work would be completed by St. Joseph engineers. W.K. Seitz of Seitz-Peterman Engineering Company was responsible for making surveys of the park and boulevard districts, and for the engineering work for the general plan.

George Edward Kessler

George Edward Kessler was born in Frankenhausen, Germany in 1862, but moved to New York with his family when he was two years old. His mother is credited for his choice of careers, deciding that the new field of landscape architecture would combine Kessler's creative talents with the practicality of engineering. He was educated in Europe in botany, forestry, landscape design, engineering, and civic design. At the age of twenty he returned to this country. At this point, he had some contact with Frederick Law Olmsted, although researchers currently disagree whether he actually worked with Olmsted on any projects.

Kessler came here in the mid-1880's to work as the Superintendent of Parks for the Kansas City, Fort Scott, and Gulf Railroad to create an amusement park in Merriam, Kansas. He soon opened his own office, and began work on projects in Kansas City such as Hyde Park and Janssen Place. One of his early projects was the landscaping for the home of August Meyer, who eventually was on the Kansas City park board which hired Kessler. In 1892, Kessler was employed as the "secretary" of the Park Board, for which he received a salary, as well as its engineer, for which he received no pay. He subsequently published a report in 1893 which laid the groundwork for the system of parks and boulevards of Kansas City. Not only was this report extremely significant to the development of Kansas City, but it served to spread Kessler's reputation.

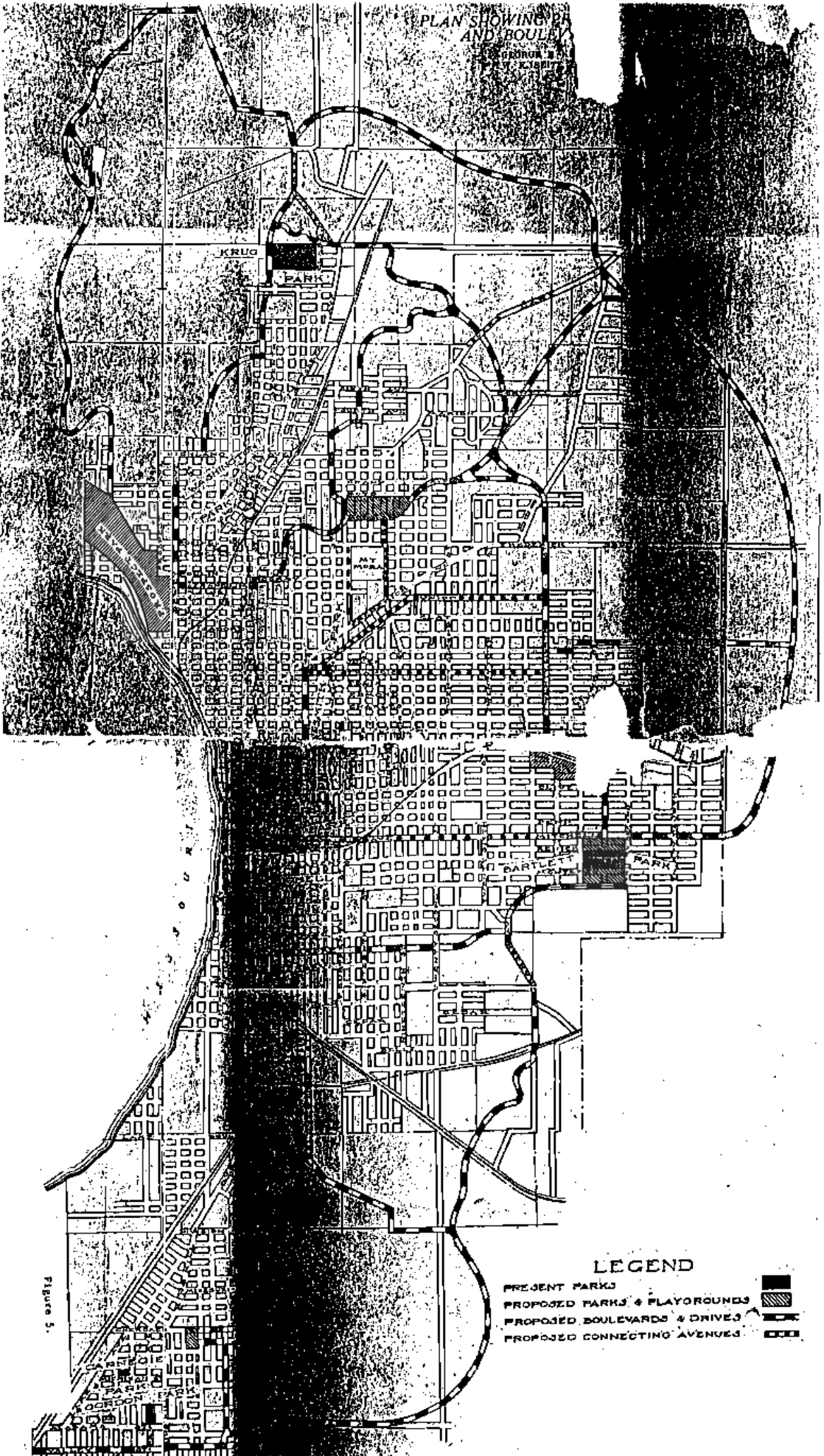
For Kansas City, Kessler not only developed the master plan for the entire system and site plans for individual parks and boulevards, he was involved in public presentations, the development of condemnation ordinances, and construction supervision. He also maintained his private practice during this period. Appendix A is a listing of the known works of Kessler. In the chronological listing, it can be seen that Kessler had already prepared several plans which would have made him well known by the time St. Joseph hired him in 1911.

Although citizens of St. Joseph have always resisted comparisons to nearby Kansas City, the lack of a park system in St. Joseph particularly rankled many residents. In 1911, when Kansas City was the host to the American Association of Park Superintendents, it was the subject of much national attention. This may have been the final impetus to hire George Kessler. At this point, he was no longer employed full time with the Kansas City Parks Board and had moved to St. Louis.

As Appendix A shows, Kessler was responsible for the design of several urban parks as well as city-wide park systems. He was retained at various times by the park boards of Memphis, Cincinnati, and Indianapolis. A natural evolution to his park system studies was city planning, and he eventually served the city planning commissions of Dallas; Wichita Falls, Texas; Oklahoma City; Kansas City, Kansas; and Kansas City, Missouri. It would seem that the breadth of his work would have ensured Kessler a firm place in the history of the development of the landscape architectural field. As Kessler himself pointed out, "When I came to Kansas City, there were hardly half a dozen landscape architects in the country." Until recently however, he was relatively unknown outside of this region. This was perhaps due to the location of the majority of his projects (i.e., not located on either coast), the general lack of knowledge about the profession, the emphasis on Frederick Law Olmsted, or the loss of much personal material at the time of Kessler's death. At any rate, George Kessler is finally beginning to receive some of the recognition he so richly deserves for influencing the development of many cities, and for shaping the natural environment in a wide variety of locales.

Together with W.K. Seitz and his assistant R.C. Barnett, Kessler studied the topography and other physical conditions of St. Joseph for a year, as well as cultural conditions. He was charged with designing a parks system which would be modeled "after the Robinson plan". In 1912, George E. Kessler, consulting Landscape Architect, and W.K. Seitz, supervising engineer, presented the results of the year's study to the Board of Park Commissioners. The report was reprinted in the paper, as was the master plan for the entire system (Figure 5).

PLAN SHOWING
AND BOULEVARD
GEORGE B
KIRBY



LEGEND

- PRESENT PARKS
- PROPOSED PARKS & PLAYGROUNDS
- PROPOSED BOULEVARDS & DRIVES
- PROPOSED CONNECTING AVENUES

Figure 5.

"The purpose of a park system" according to Kessler, was "to supply ample opportunity for healthful outdoor recreation. This recreation takes many forms and in order to be of use to the entire population, requires lands for parks, playgrounds, and driveways." Like Robinson, Kessler did not include plans for acquiring a larger outer park. His first consideration was with the intown parks.

Prior to the publication of the report, some work on the park system had already been undertaken. As Kessler noted, this was "in order to realize some benefits of the park system at an early date" and garner public support for the project. Court proceedings had already begun for the acquisition of Prospect Park, a portion of Noyes Boulevard, and the enlargement of Bartlett Park. At the same time the proceedings were carried on for the condemnation of these properties, court proceedings for the grading of Noyes Boulevard were accomplished. Kessler noted that all of this work fit into the general plan.

Although Kessler was certainly concerned with the whole, it appears that the design and plans for Prospect Park received special attention. As the largest of his proposed inner properties and the one nearest the business section, he felt it was "peculiarly situated and especially adapted for park purposes." As did Robinson, he too noted the beautiful views from the summit, and that "only a few cities of the country are fortunate enough to possess a park of such commanding and inspiring views." His plans show an intricate network of drives and pedestrian paths which take full advantage of the natural topography and views. While the vast majority of the park was naturalistic in its design approach, Kessler did incorporate a few formal elements. One was a semi-circular pedestrian entrance leading from Louis and Antoine Streets. West of this entrance was a small, but elaborate formal garden with what appears to be a building or structure as a focal point. The third formal area was west of the intersection of Prospect Avenue and Isabelle Street. A pool, building, and attached pergola was set in a formal arrangement, yet the playground south of this area was designed in a naturalistic manner (Figure 6).

Kessler also agreed with Robinson concerning the expansion of Krug and Bartlett Parks, and the acquisition of Hyde Park. There were a few other tracts which Kessler recommended acquiring which were not mentioned by Robinson. For the most part however, the focus of Kessler's plans were the boulevards and parkways.

PLAN
FOR THE DEVELOPMENT
OF
PROSPECT PARK
ST. JOSEPH - MO.

PREPARED FOR
THE BOARD OF PARK COMMISSIONERS
BY
GEORGE E. KESSLER & CO.
LANDSCAPE ARCHITECTS
KANSAS CITY ST. LOUIS



Figure 6.

SCALE 1 INCH = 50 FEET.

MARCH 1912.

For presentation and analysis in the report of 1912, Kessler divided the driveways into inner, outer and connecting systems. The inner system basically paralleled the river and ran north/south in the already built-up portions of town. The outer system depicted drives which encircled the city. These parkways occupied high ground for the most part. Although existing roads were used in some instances, curving scenic drives were a feature of the outer system. Connecting drives were short east/west routes which connected a park to a drive, or connected the inner system with the outer system of drives.

Kessler & Seitz's plan was presented to the public, along with a proposition for funding the acquisition and development. A bond election for these funds met with approval, but shortly afterwards an injunction suit was filed against the city by objectors. To pay for the parks, the city was divided into park districts. Property owners within a district were assessed benefits which paid for the parks in their district. The first to feel the effect of this proposition were the residents in the Prospect Park district. The property owners here organized the "Taxpayers League No. 1", and were successful in defeating the plans for acquiring Prospect Park (although Huston Wyeth Park, acquired later, is at approximately the same location).

According to the grounds set forth by the court, the park districts had not been established at the time of the passage of the ordinance which condemned the land, or even at the date the Taxpayers League suit was filed in the circuit court. In other words, the city couldn't condemn land for park purposes in a particular district and assess benefits, when in fact the districts did not yet exist.

While the loss of this case seems to have been based on a technicality, so to speak, it dealt a fairly heavy blow to the park movement in St. Joseph at the time. The court did not rule against the power of the city to establish park districts, or to assess benefits in those districts, it only ruled that in this instance, it was necessary to establish the districts **before** the land could be condemned. To the park board and the citizens however, it seemed as if the park system was effectively stopped. For one thing, the lengthy court case had taken a lot of time, effort, and expense on the part of the park board. It was time to study the mistakes which occurred in this phase of planning for the park system.

The biggest deficiency in the effort to date had probably been in the area of public relations. When the next set of park plans were drawn up, the park board made a concerted effort to present them to all areas of the city. In the mean time, work began on the less controversial projects,

such as the grading of Noyes Boulevard and on the grading of Parkway A, and continued on those parks which were already under the jurisdiction of the park board, such as Krug Park.

WWI further curtailed the development of the parks system, primarily due to lack of funds and manpower. It is commonly held in St. Joseph though, that work on the system completely halted during the war, which was not the case. In 1916, John C. Olmsted of the Olmsted Brothers firm visited St. Joseph. He served as senior partner of the firm from 1898 until his death in 1920. He founded the firm upon the retirement of his uncle and stepfather, Frederick Law Olmsted, with his younger stepbrother, Frederick Law Olmsted, Jr. John C. Olmsted was known as a skillful designer whose work expanded to include many comprehensive park systems with emphasis not only on the protection of scenic vistas, but on recreational planning as well. Preliminary research indicates that in 1916, the Olmsted Firm provided verbal advice to the Board of Park Commissioners regarding Washington, Smith, Patee, Mitchell, and Carnegie Parks. No plans were prepared at this time however.

There were other indications that the idea of a parks system was still alive and well in the minds of city leaders. In April of 1916, all of the Board of Park Commissioners resigned, and a new board appointed. With Milton Tootle as president, and members John I. McDonald and R.T. Forbes, the new Board set out again with the plans for a park and boulevard system. It is not known whether this new board hired the Olmsted Brothers firm, but in 1917 they let it be known "that some of the biggest landscape artists in all the country have been here to add their suggestions." According to the board, the plan

has been carefully worked out with the aid and suggestion of the very best landscape architects in the United States, several of whom were brought quietly here and taken over the ground to make a careful study of it. They all with one accord declared that the city was blessed in having natural parks that would take the minimum of cost to develop, and the most of them were enthusiastic over the drive that could be made from Waterworks hill along the ridge to the south.

One of the "landscape artists" who was brought to St. Joseph was George Burnap, a landscape architect and planner for the Office of Public Buildings and Grounds in Washington, D.C. The exact date when he began work for the city is not known, but bills for his services date at least from 1917. A new plan was quickly prepared for review. Figure 7 shows the parks system as it was presented to the public in the

Proposed Park and Boulevard Plan.

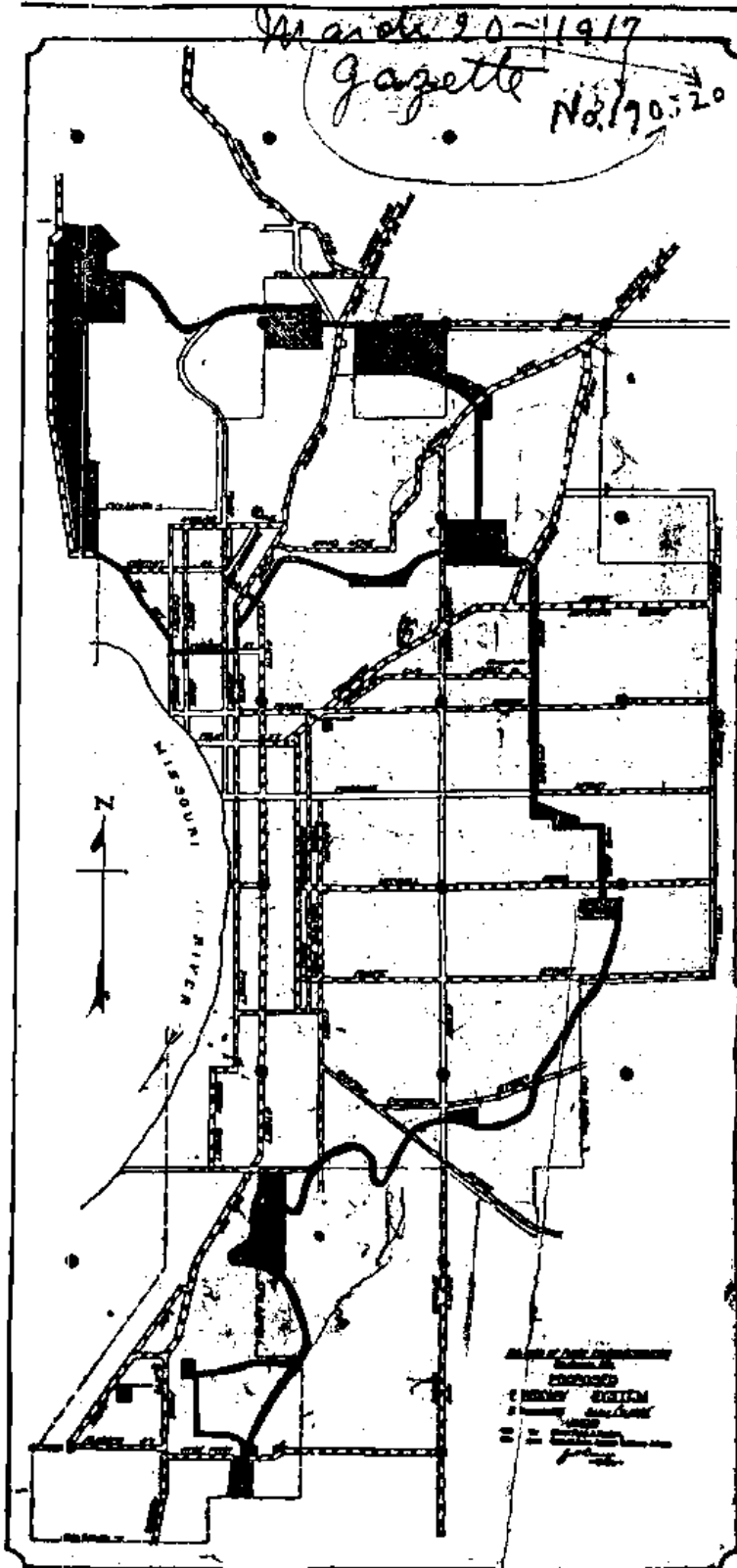


Figure 7.

newspapers of 1917. The drawing itself was prepared by J.H. Barnes, who was appointed along with the new board in 1916 as the Secretary and Supervising Engineer for parks. By January of 1917, Leon D. Tilton was appointed Landscape Architect for the Board of Park Commissioners. No other information regarding Tilton has been discovered to date, but it is possible that the 1917 plan could have resulted from the work of Tilton, Barnes, Burnap, or any combination of the three. After 1917 however, the story of the design of the parks system is primarily the story of George Burnap.

George Burnap

George Burnap was born in Hopkinton, Massachusetts in 1885. He received his B.S. at MIT in 1906, and his MA at Cornell University in 1910. While receiving his Masters degree at Cornell, he was also an instructor there from 1908 to 1910. Later, he received his Diplome in City Planning from the University of Paris in 1923. He was a Fellow in the American Academy in Rome, and was a member of the Societe des Urbanistes. He also was a lecturer at various times on landscape and civic design at the University of Pennsylvania, University of Illinois, and MIT.

Just prior to the time he was hired by the City of St. Joseph, Burnap served as the landscape architect for the Office of Public Buildings and Grounds in Washington, D.C. This office was responsible for the numerous public parks and monuments which would later come under the jurisdiction of the National Park Service. While serving in this public position, Burnap was accepting commissions for work around the country. He left his position due to the conflict which eventually arose between his public work and private practice. While in Washington, D.C. though, he was responsible for the design and redesign of many of that city's famous public outdoor spaces. Perhaps one of his most familiar works was the planting of the Tidal Basin of the Jefferson Memorial, which in 1912 was lined with Japanese flowering cherries and other plant materials.

Although little information is available on the other works of Burnap, he is credited with city plans and park designs for Omaha; Council Bluffs; Granville, New York; Hagerstown, Maryland; Petersburg, Virginia; and Greenwood, South Carolina (in addition to St. Joseph and Washington, D.C.). A listing of his known works is presented in Appendix B.

He is best remembered for his book, Parks: Their Design, Equipment, and Use, published in 1916. It was the first book of such scope published on the subject. He had planned to write an entire Landscape Architecture Series of four books, with the other topics covering

landscape design, planting design, and garden design. Burnap in fact had already written the landscape design book when he was interred on the border between Germany and France at the outbreak of the war. His manuscript and numerous photographs were confiscated, and he was never able to recover them.

In his book on park design, Burnap discusses at length the relationship between city planning and park development. "Park building . . . is omnipresent. . . The unappreciative citizen fails to recognize that park development has almost always preceded city planning, invariably accompanies, and is ordained in every case to succeed it." It was his belief that someone observing a city judges it "by its parks rather than by its plan." As he noted, the absence of good city planning is noticeable, but the presence of it is not. However, "a city poorly laid out but abounding in beautiful parks will inevitably receive favorable comment".

From these observations, one should not assume that Burnap was not advocating city planning. On the contrary, even though the study of city planning was fairly new in 1915, he felt that guided and directed development of cities was much preferable to haphazard growth. In the rush to embrace this new "science" of the day, Burnap just wanted to ensure that city planning and park building be undertaken simultaneously. It was his experience that cities desiring additional parks often found themselves launched on a campaign for city planning, sometimes losing sight of the importance of park planning and design.

A park is not a unit in itself, and may not be developed independently of civic design; therefore it must be handled by one of specific training who will understand the relation of park areas to the civic development as a whole.

Burnap's advice to communities undertaking park development was three-fold. First, he felt that an explicit plan should be prepared "under the direction of a competent designer" for every park within a park system. The plan should be formally adopted and made public, and when construction begins, the plan should be rigidly followed. Second, Burnap recommended that the main lines of each park be laid out immediately, so that the public's interest would be aroused, and more importantly, committing the city to following the original plan. Last, "whenever possible the designer originally employed to prepare park plans shall be retained in a consulting capacity" over the years to assist in a consulting capacity. Undoubtedly he was happy that St. Joseph followed this last piece of advice, for the city was to retain his services in later years.

While much of his advice sounds today like an advertisement for his services, one must remember that the field of landscape architecture was still in its infancy. Many communities allowed their parks to develop haphazardly, until they represented the accumulation of whims of whoever was in charge. This was the case in St. Joseph, where Krug Park bore the brunt of impulsive design (see Figure 8). Burnap advocated that park design should be "governed by principles of composition and not by personal whim or caprice of the designer."

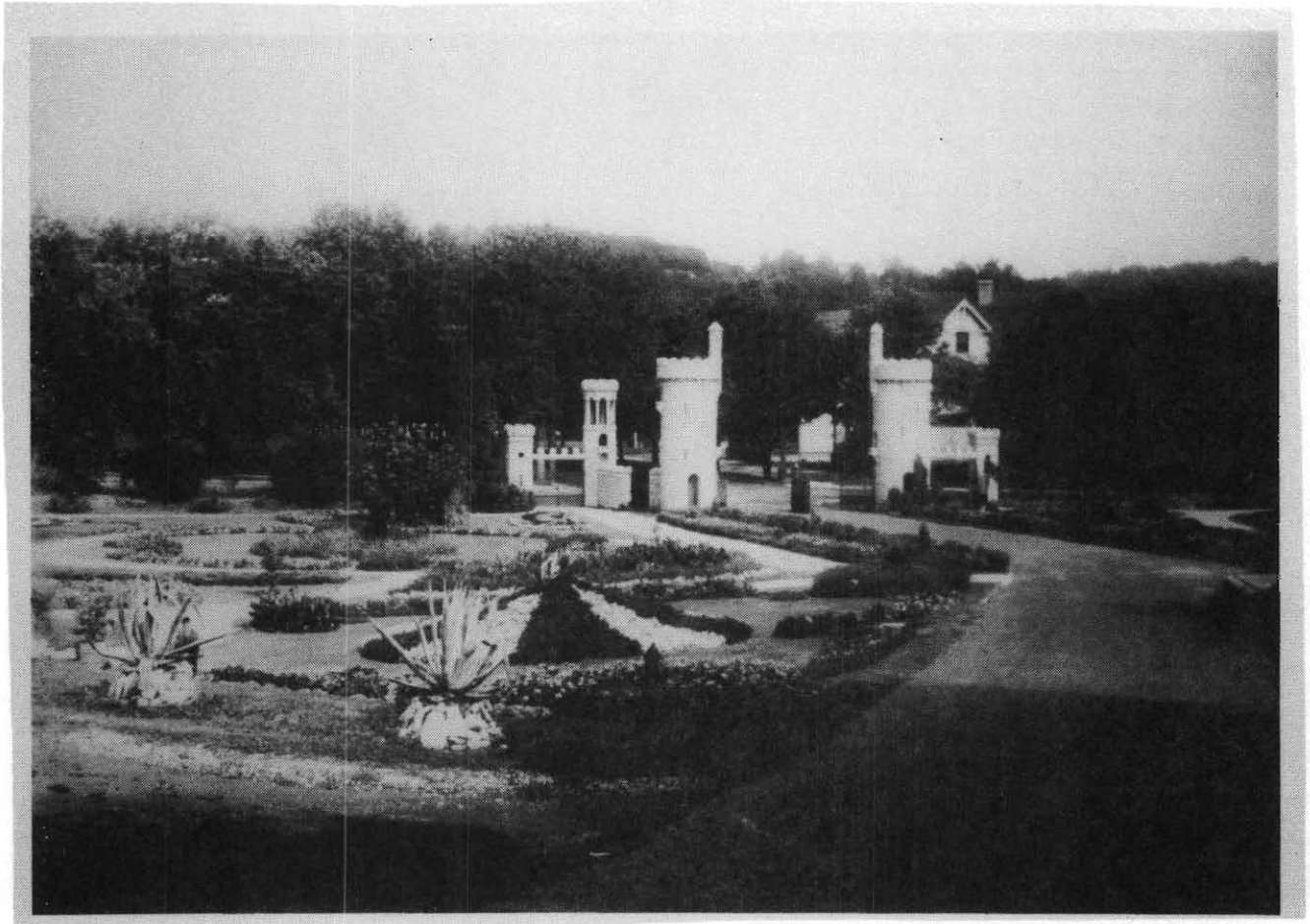


Figure 8.
View from Krug Park before Burnap's redesign. Courtesy of the St. Joseph Museum.

There were certain basic principles of park design which Burnap felt should be observed by a competent designer. "Beauty" and "utility" were the basis of any plan; each of these had certain attributes which needed to be accounted for. These are presented in Appendix C. In his book, more specific guidelines were presented for different types of parks and park features. He presented design principles for "Passing-through" parks, neighborhood parks, and recreation parks. Examination of these in Appendix C and review of the chapters in his book devoted to these park types shows that Burnap put many of these principles into effect in St. Joseph.

In spite of Burnap's reputation in the field of park design, he was not without his detractors in St. Joseph. After the unveiling of the plans for Krug Park in 1919, one newspaper in particular railed against not only the plans, but Burnap himself. Under the heading "Attempt to Depict Krug Park After the New "Landscape Architect" Has Unhorsed Nature There", an article read:

Some months ago a walking cane led a monocle gentleman from Washington, D.C., into St. Joseph and forthwith showed him the short route to the cash box. He was no ordinary working man but a landscape architect--whatever that means. Upon him was conferred the "divine right" to finish the work of his predecessor . . . He quarreled with nature over the way she shaped the face of the ground in Krug Park and forthwith devised a plan for spending something like \$75,000 in giving that resort such an overhauling that Dame Nature would not know her own child if she met it in a road.

Other than the plans for Krug Park, which were printed in the papers, no plans for the entire system exist which were drafted by Burnap's studio. The newspapers of the day however, always refer to the plans for the park system as being a product of George Burnap. One can assume therefore, that the park land which was acquired was based on Burnap's recommendations. However, Burnap was not around to see the start of the implementation of these plans. In December of 1920, he left the employee of the parks department. The reason given was lack of funds. An event which may have precipitated his departure was the hiring of W.L. Skoglund.

In August of 1919, Walter L. Skoglund was hired as the new park superintendent. He was from Louisville, Kentucky, where he had been a private Landscape Architect since 1912. During the mid-1920's, when many site plans for the parkways were published in the newspaper,

Skoglund was credited as the draftsman. How much he influenced the specific design of the parks and parkways is unknown. It is possible that the Board of Parks Commissioners did not feel a need to retain George Burnap to oversee the execution of his plans after hiring a landscape architect to serve as superintendent. Although his role in the design of the parks remains uncertain today, Skoglund is significant for overseeing the development of the parks system during its critical construction period. He stayed on as Superintendent until his resignation in 1936.

After realizing the mistake that had been made with presenting George Kessler's plans for a park system, the Board of Park Commissioners undertook a careful and prolonged public education program. This began as early as 1916, when plans for a park system were first presented to neighborhood and civic groups. From the beginning this time, it appeared that public opinion was with the park board. Much of the pro-parks sentiment of the residents had to do with civic pride. The board presented many figures that showed how much park land that other cities of comparable population had. As board member R.T. Forbes put it, St. Joseph was "fifty years behind in acquiring land." At one such meeting, a citizen responded "Let's do it. If we go ahead with it in a few years we can make Kansas City with her \$14,000,000 boulevards sit up and take notice." Another resident added "One of the strongest points in favor of it is that we will have settled the question for the present generation, and at a nominal cost may have a system that Kansas City would be proud to have." And lastly, "If we pass up this opportunity, it would be nothing short of criminal."

The program of public presentations of the park system did such a good job in fact, that the most vigorous objections seemed to be from neighborhoods that did not think they were being adequately served by the plan. South end residents, having long been ignored by the parks board, wanted to be sure that the proposed park lands in their neighborhoods would be developed with enough recreational facilities. At a few meetings, some concern was expressed with the method of financing the plan, but the vast majority of citizens approved. The parkway system especially appealed to the growing number of motorists in the city. According to John I. McDonald, park board member:

Twenty years ago no such plan would have found any favor at all, but the introduction and the prevalence of the automobile has changed matters altogether and now there has to be extent to any system of boulevards and parks. The plan gives a "belt line" for travel around the city. The automobilist gets weary of the city streets and sighs for the country and so the belt has been made

500 feet wide on the average so the driveways could wind among trees and be screened by them so that the motorist would be in the midst of nature all the way.

The newspapers described the parkway system even more glowing. They were referred to as "a necklace encircling the city and which on a thread of driveways, will be strung parks and playgrounds and beauty spots." The aesthetics of the plan were thus widely promoted, again an aspect which would not have been considered earlier. Before the turn of the century, parks were championed for their redeeming social characteristics. After the City Beautiful movement, beauty alone was an acceptable reason for considering parks. As a member of a civic improvement club noted in 1917:

We must have as good as any other city. But we also must have parks and drives for their own sake, whether any other city has them or not. We must realize the utility of beauty, must take advantage of the wonderful effect it has upon character and civic growth. And we can't measure up to the standard of other cities, we can't be what we ought to be without parks and playgrounds and beauty spots.

In spite of the overwhelming sentiment for the park system, the development again languished for a few years after 1917. This was probably due to the end of the war, a changing business climate partially as a result of worsening agricultural economy, and the nationwide epidemic of Spanish influenza, which hit St. Joseph. By 1921 though, the board was ready again to take up the scheme for the park and boulevard system. A special election was held in October to authorize the city to purchase and improve the park lands designated by the board. The proposal passed, and condemnation ordinances were passed by Council as early as December of 1921.

The costs of acquiring the new park land were paid for from special assessments applied to the park districts in which the lands were located. This time, there was no organized opposition to the method of financing. However, the owners of property in a key area, Corby Grove, did protest against the valuation of their property. Their legal battles with the city lasted from 1921 until 1925, when the U.S. Supreme Court finally agreed with the city's valuation. The day after losing the case in the state Supreme Court, the property owners in retaliation destroyed 150 to 200 giant forest trees on the condemned property. The City of St. Joseph then contended that this action further reduced the value of the property, as most of the chopped trees were along the proposed drive.

Although the city had been proven in courts to be operating legally, partly as a result of this battle a new charter bill was adopted in 1925. It amended the park department and discarded the plan for paying for condemned land under the assessment scheme. While the plan for condemning the land remained the same, the method of paying for it changed. After this, the city must have cash in the general fund for making payments, or it would have to issue bonds. That in fact, was the next step undertaken by the board.

In the meantime, the legal battle over the Corby Grove property did not stop the development of the entire system, although it delayed any action on Corby Grove, Northwest, Northeast, and Corby Grove Parkways. The condemnation ordinances of 1921 and 1922 allowed the city to go ahead with the purchase of the majority of the parks and parkways. Nothing was done as far as developing these lands right away though. Instead, a major effort in Krug Park began in 1922, with construction beginning on the Refectory, the Children's Circus, and the lagoon.

In 1925, the park board engaged the Olmsted Brothers firm once again to review the park development projects. Percival Gallagher, an architect in service of the firm, came to St. Joseph for several days in March. A detailed report of his recommendations was sent to St. Joseph in April, along with a proposal for the Olmsted Brothers to provide working drawings and supervise the construction. Immediately after receiving this proposal, the board announced that George Burnap had been given a contract to supervise the improvement of the park system. The reason for not going with the Olmsted Brothers firm was publicly stated their expense. The Olmsted bid totaled approximately \$30,000, while Burnap was to receive \$11,500 over the next three years. Some of the Olmsted Brothers' recommendations however, were undoubtedly adopted by the board and George Burnap. During his tenure with St. Joseph, Burnap also brought in Dr. Jacques Greber, noted French architect and city planner. It seems that Greber was only associated with the plans for Smith Park next to the new City Hall, and not with the rest of the system.

Burnap appears to have actually begun working for the park board in 1924, before his contract for the three-year supervision. He formulated the plans for the improvements of Hyde Park in that year. One of the most critical issues in Hyde Park at this time was the location for the new pool. The need for recreational facilities was quite pressing during this period. Playground equipment, ball fields, and even the beginnings of the golf course were laid out. All of this, including the construction of two swimming pools, was financed through the general funds of the city. Added to the recreational needs of the city was the work of clearing the

VOTE FOR BONDS ELECTION JULY 14.

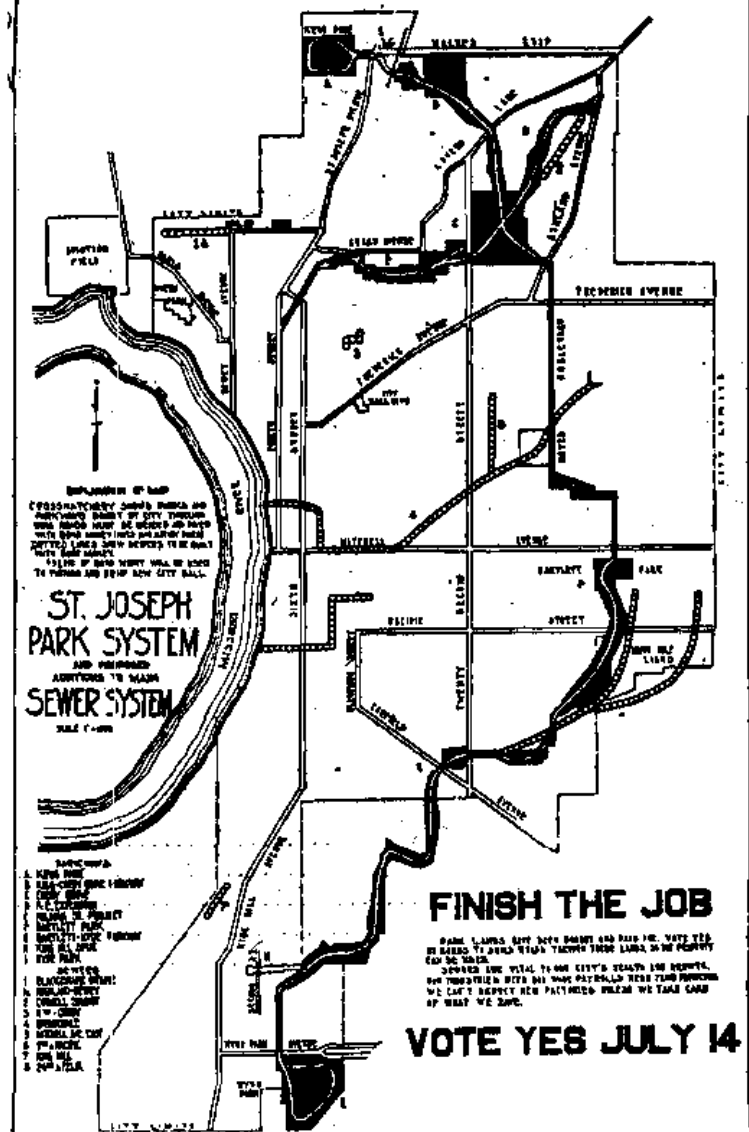


Figure 9.

acquired properties of buildings, brush, and debris. The park board was soon quite strapped for finances. The sale of Park Fund Certificates in this period left little for development. With the public clamoring for more recreational services, community leaders felt the time was right to approach the citizens for "finishing the job" (Figure 9.). A bond issue election was held in July of 1926, and it overwhelmingly passed the necessary two-thirds majority.

In anticipation of this passage, grading work on the parkways had actually begun in the early part of 1926. The majority of bridge construction was completed in 1927. Most of the bridges crossing over the parkways were designed by W.G. Fowler, the bridge engineer to the park board. Many other professionals were involved in this huge construction project as well. William Spann, the new city engineer, prepared some of the necessary topographical surveys. However, the construction was proceeding at such a fast rate that a topographer, C.O. Reioehl, was lent to the city from the state geological survey department. By December of 1927, the park board held an official "opening of the park drives". Twelve and a half miles of parkways and boulevards were completed by this time, although there were a few stretches which did not get paved in time for the official opening. These were filled in with gravel.

As can be seen in the photos in Figures 10 and 11, there was little done to the parkways in the short period after their construction. In 1928, Burnap lamented the fact that practically nothing had been done so far with beautifying the system. The light system for the parkways was pretty much completed by 1929, and an extensive tree planting program was carried out in 1930. For the most part however, there were not enough funds to continue to construct new buildings and provide for their maintenance. Therefore, the assessment funds which had to date been used for new development were diverted for maintenance. As a result, the Refectory in Krug Park was never finished. Financially the park board began to suffer. It had less funds for maintenance than it did before all of the expansion began.

During the depression, park revenues were reduced both from real estate assessments and appropriations from the general funds. However, W.P.A. provided some relief. The park board was asked to provide work projects for a great number of men. Several construction and landscaping projects were conducted under W.P.A. programs. However, regulations required that all governmental assistance had to be applied to new construction; no men were available for maintenance. All city funds were used up in providing tools, equipment, supervision, and engineering for the W.P.A. projects, so that the maintenance problems continued to compound.

MISSOURI TODAY
new \$2,000,000 Park and Boulevard System

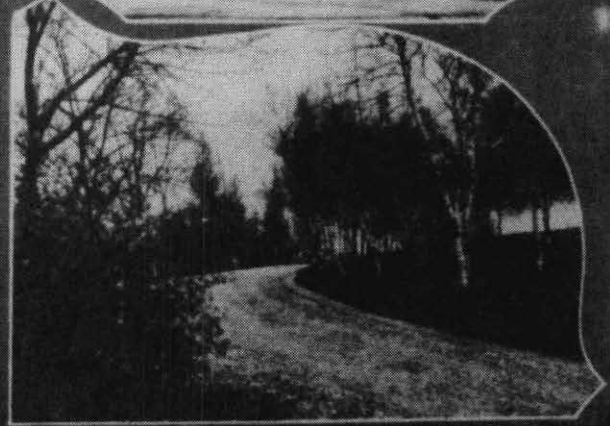
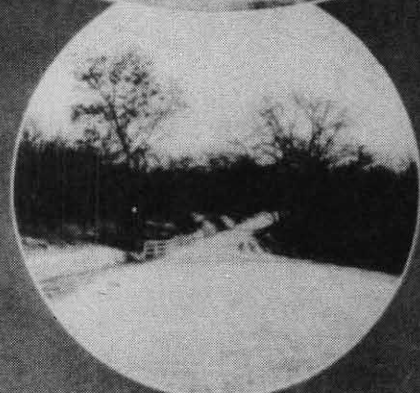
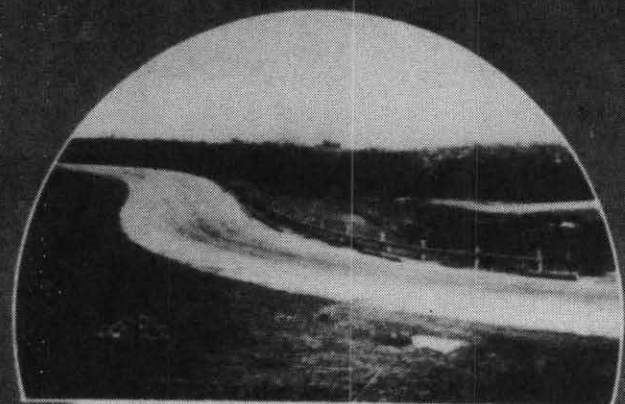


Figure 10.
ca. late 1920's. Courtesy of St. Joseph Chamber of Commerce.

SAINT JOSEPH

As the eye of the camera sees St. Joseph's

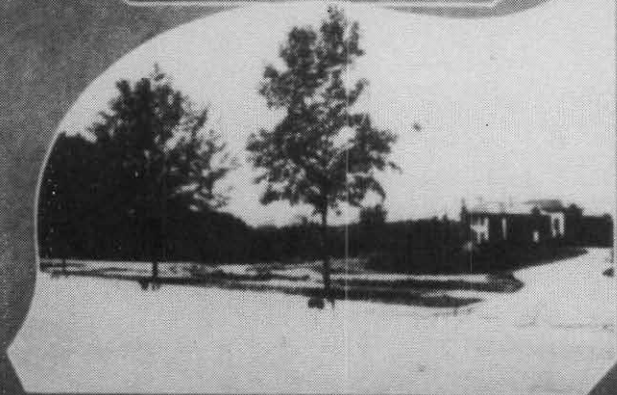
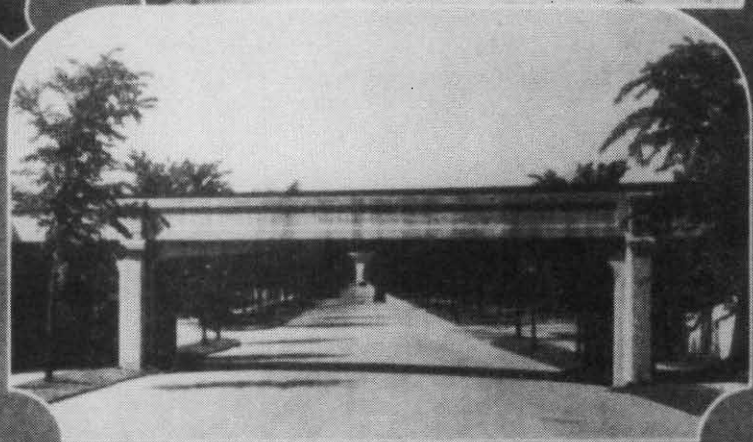
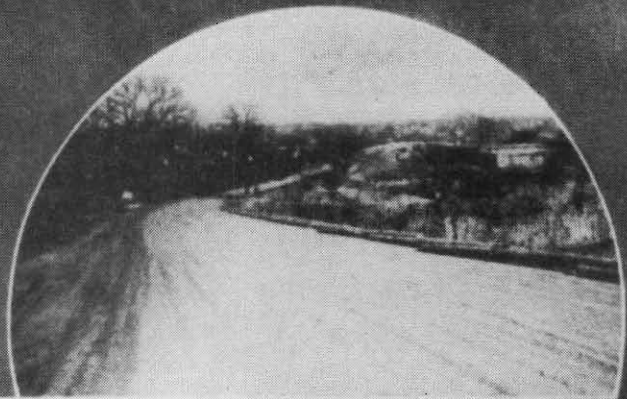


Figure 11.

ca. late 1920's. Courtesy of St. Joseph Chamber of Commerce.

As W.P.A. projects tapered off in 1940, the repair and upkeep of the existing features was once again became a prime objective. However, WWII brought an extreme shortage of manpower. It was so difficult to hire workers during this period that the Park Department could not spend all the money appropriated to it. By the end of the war, it had accumulated a surplus of funds. It quickly used this up in the period of 1946 to 1949, when the maintenance program was finally restored.

The projects which were undertaken after the main expansion in the '20's of the system include the Pony Express Memorial; Noyes Field Stadium; bleachers, fieldhouse, and lighting facilities at South Park Softball Field; additional baseball fields and tennis courts; additional playground equipment; shelter house and rest rooms at Houston Wyeth Park; lighting facilities for picnic and park areas in Krug and Hyde Parks; toilet and locker room facilities at Noyes Field; toilet facilities at several locations; the Bode Ice Arena; and the Phil Welch Stadium.

Highway construction in recent years has impacted some of the park system (primarily Fairview Golf Course and Southwest Parkway). Projects are being currently planned for Krug Park, but the most ambitious project for the future is the proposed development of the Riverfront.

Recommendations

In 1971, the St. Joseph Landmarks Commission recognized the historic significance of the park system and designated it a historic landmark. However, the commission at this time had no regulatory powers, and this designation is strictly honorific. The St. Joseph Parks System is worthy of additional recognition, such as that provided by listing in the National Register of Historic Places.

In the individual survey sheets for each park resource, preliminary evaluation is presented on its historic landscape integrity and significance. In the instance of Krug Park, the Refectory and the Children's Circus were individually evaluated as well. However, as National Register Bulletin 18 points out:

Individual features - even though some may be movable or could be considered separately - contribute to the overall identity and character of the landscape and should be considered, in most instances not individually but in terms of their relationship to the totality of the landscape.

Thus circulation systems, vegetation, topographical features, etc., were reviewed as elements of a whole. Much as windows, doors, and roof are but part of a building and would not be individually evaluated for the National Register, so too must we learn to look at landscape features as part of an overall design.

Historic site plans were not found for the majority of the parks. In addition, no park board minutes or annual reports were available. The main source of documentation for the parks was the newspapers. This presented a problem in attempting to evaluate the integrity of many of the parks and parkways. However, on-site observations (age of tree stands, for example) and comparison of data from the newspapers did permit a preliminary evaluation of the park resources for their eligibility to the National Register. The following parks and parkways would probably be individually eligible for listing:

Krug Park	Corby Grove
Northwest Parkway	Noyes Boulevard
Northeast Parkway	Parkway A
Corby Grove Parkway	Southwest Parkway

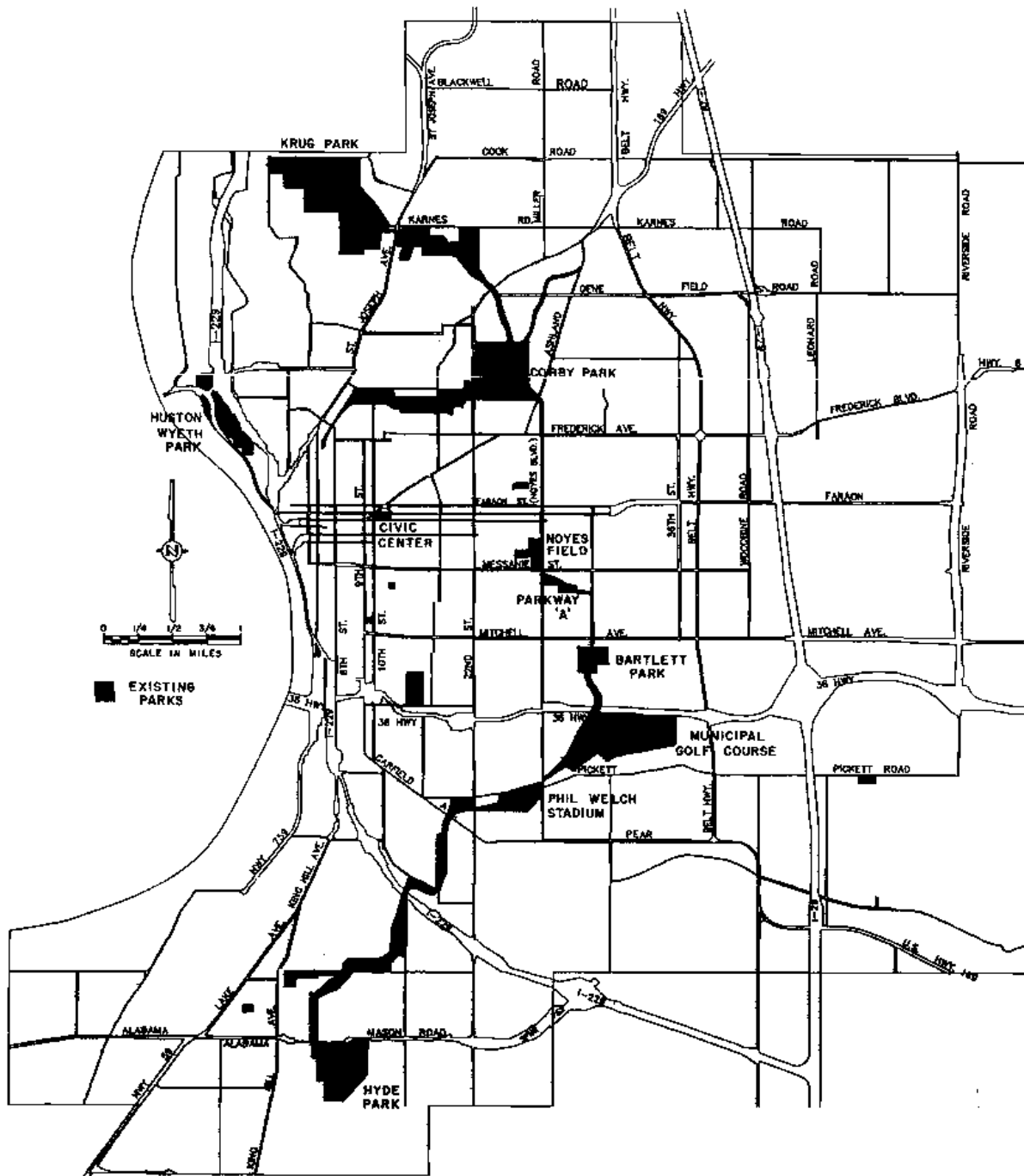


Figure 13.

CITY PARK SYSTEM

ST. JOSEPH, MISSOURI

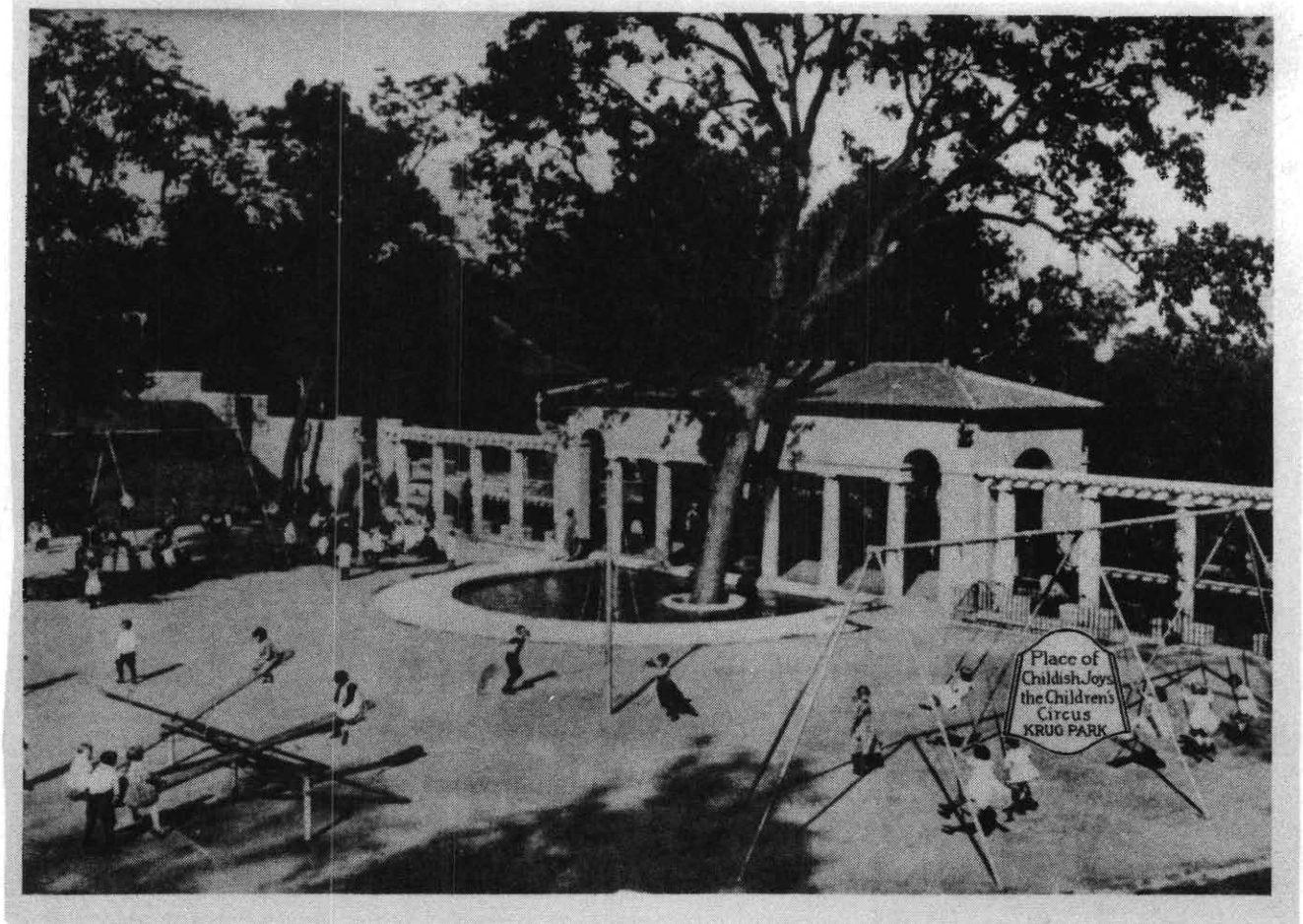


Figure 12.

In 1925, an issue of Parks and Recreation showed the Children's Circus. The caption read "There can be no objection to a children's area in a large municipal park, provided it is properly segregated to as not to intrude upon the rural quiet and repose of the general scheme."

In addition to many of the historic bridges, the following specific resources would probably be individually eligible for listing in the National Register:

- The Refectory, Krug Park
- Children's Circus, Krug Park
- Tennis building, Noyes Athletic Field

Fairview Golf Course, King Hill Overlook, and Hyde Park each possess some problems with integrity. If additional information could be found, it is possible that these could also be individually listed. At any rate, they would definitely be contributing properties to a multiple property or park district nomination.

Noyes Athletic Field, South Park, Bartlett Park, and Maple Leaf Extension present the greatest lack of historic integrity in the park system and could not be individually listed in the National Register. In all four cases however, the park resource is still performing its original design function. The use areas of the parks are also still in the same location as the historic period (i.e., the Noyes pool is on the site of the historic pool). Other features of the park are still extant, just altered. Much of the alteration has to do with maintenance and upkeep. For example, ball diamonds receive new backdrops and bleachers when previous ones wear out. In these instances, it is very difficult to assess integrity of the site. Most importantly, all of these resources still provide the same function in the overall scheme of the park system as they were originally planned, and all retain their historic location and boundaries.

The above discussion of integrity focuses on the individual eligibility of the inventoried properties. The history of the St. Joseph parks system however, is just that - a history of a **system**. Other parks, such as Mitchell, Patee, and Smith, do not relate to the connected system. The resources inventoried for this report however, are significant because they are parts of a whole. It is thus the entire parks system which should be evaluated for its integrity and significance (Figure 13). This makes the integrity issue even less clear. Currently, the National Park Service is preparing the Secretary of the Interior's Standards for Rehabilitating Landscapes. Although underway for a few years now, the document still has not been completed (partially due to the difficulty of dealing with changing historic landscapes!). Perhaps when the Standards are published, it will be possible to gauge the federal government's viewpoint on just how much change is allowed in landscapes before they can no longer be considered historic. For the time being however, it is this researcher's opinion that **all** of the inventoried properties should be considered contributing elements to the historic park system.

Thus far, the discussion has centered on the integrity issue of these historic landscapes. If they are all to be viewed as contributing to the system, they should also be evaluated for their area of significance in the same manner. Hyde Park, for example, would not be significant for its association with Calvin Hyde, but as the southernmost terminus of the connected park system. Some individual evaluation of significance is necessary, however, when dealing with different landscape types and periods (for example, a parkway vs. a park). As mentioned earlier, each of the inventoried properties received some individual evaluation of significance, found in the survey sheets.

The development of the St. Joseph parks system is significant in the areas of landscape architecture, community planning, and recreation. While the first and last area may be obvious, a review of the history of city planning shows that it evolved from the field of landscape architecture. Many of the earliest efforts of city planning were in actuality the development of park systems. These systems were the usually the first attempts by a municipality to lay out road patterns and plan for use areas. In St. Joseph's case, the parkway system affected the growth of the town, not only encouraging the spread of the town eastward (which had already begun), but promoting quality residential construction as well. To this day, "on" or "near the boulevards" is considered a prime real estate location. The type of residences and quality of maintenance is quite high along the parkways, and is tightly focused. In some instances, the neighborhoods change drastically just a few blocks away.

The development of the parks system is significant in the above areas for Criteria A and C. It is associated with important events in the history of St. Joseph. It was the singular most important civic improvement project ever undertaken in the city. The parks system is also a good representation of its resource type. More importantly, but perhaps the most difficult to assess, the parks system is the work of not one, but three "masters".

It is obvious that Charles Mulford Robinson started the planning for the park system. Robinson did not provide any site plans, merely suggested the locations for parks and driveways. Many of his specific recommendations for park sites were carried out. As he functioned less as a site designer and more of a land planner (both of which are areas undertaken by landscape architects), it would be erroneous to look at each individual park site and try to ascertain Robinson's influence. Charles Mulford Robinson's legacy to the parks system lies simply in the fact that a connected system exists today in St. Joseph.

George Kessler however, was very capable in both the areas of site design and master planning. The only site design of Kessler's found was that of Prospect Park. It is not known if more were completed and used by Burnap when preparing his own plans. However, Kessler's report of 1912 is a thorough planning study of the system, and it was this report that George Burnap obviously based many of his design decisions upon. Many of the parkways in particular, were generally sited by Kessler first. An interesting evaluation of Kessler's work in St. Joseph can be made by reviewing the Kansas City parks system, his most famous work, at approximately the same period. Compare Figure 14, the Kansas City parks system in 1915, to Kessler's plan for St. Joseph (Figure 5). Although the Kansas City system is very carefully thought out, especially in regards to park connections, it shows a rigid adherence to the existing grid system of streets. Even when Kessler's plans for drives preceded development in an area, he rarely deviated from the grid system. Compare that to St. Joseph's system of park drives, which take full advantage of the natural features and views. Kessler's writings reveal a preference for this type of road alignment. A comparison of St. Joseph to some of Kessler's other park systems may reveal whether he was able to accomplish this "naturalistic" drive system in other cities. Nonetheless, St. Joseph represents the type of park drive system design that Kessler preferred.

George Burnap today is perhaps the least recognized nationally of the three designers. The exact reason for this is unknown, but it appears that he left for France in 1930, and information regarding him stops at this date. In a short period of time however, he did influence park design in the United States, not only directly through actual park plans, but through his book Parks: Their Design, Equipment, and Use. It is especially interesting to compare Burnap's treatises on park design with his actual designs in St. Joseph. Krug Park, with the Refectory, Children's Circus, and lagoon, all exhibit characteristics of the large "recreation park" type described in his book. What was theoretical in his book, in other words, is on the ground in St. Joseph.

Although he is credited with designing parks in many communities, to date it has not been determined whether St. Joseph is the only park system which he designed. The level of significance of St. Joseph's park system would naturally change if this could be proven. His book does not mention parkways or park systems except in passing. Even if St. Joseph's park system is not the only one Burnap designed, it is likely his first attempt.

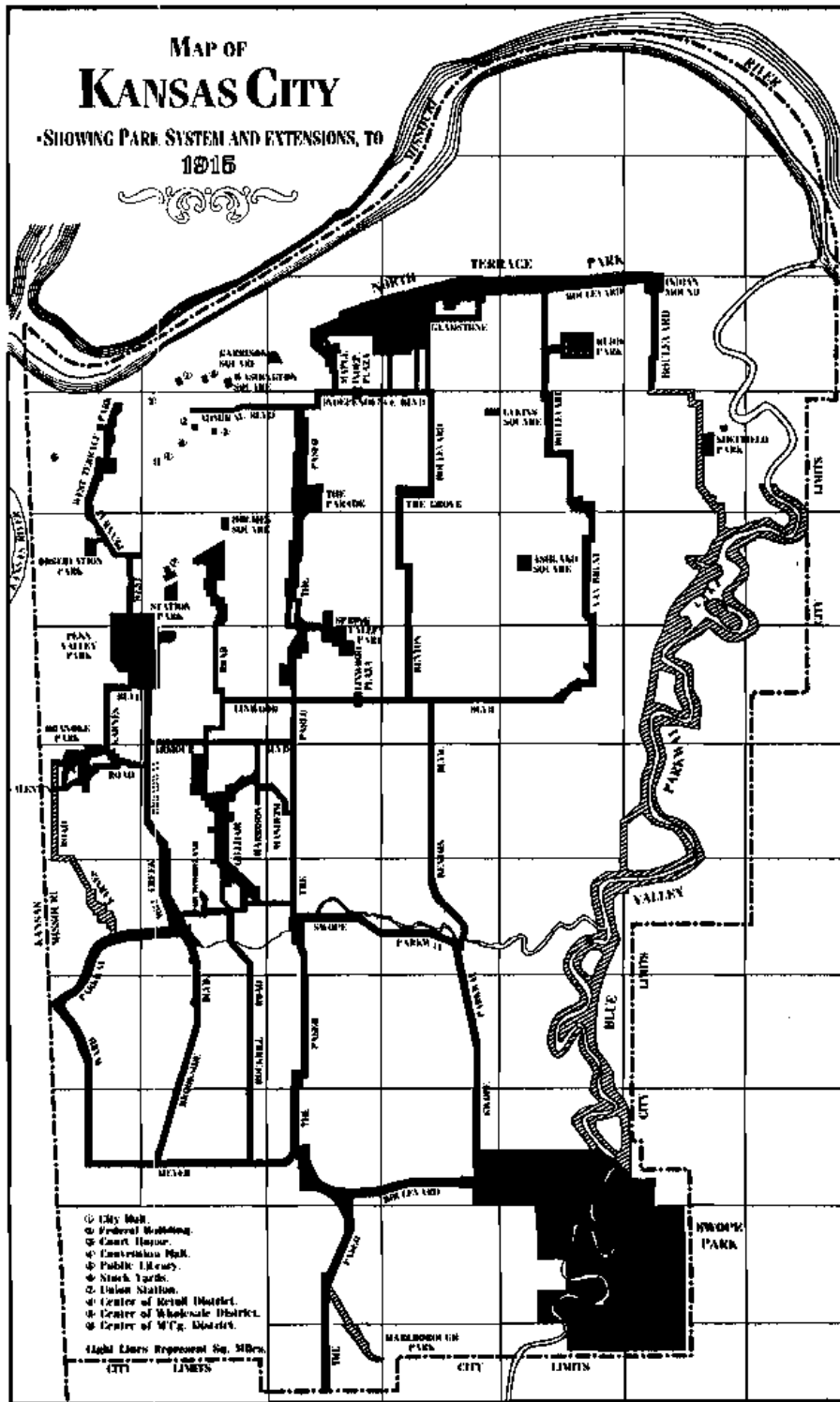


Figure 14.

Unlike architects and buildings, where a design is either built as drawn or not, a landscape plan can be the result of the collaboration of several designers, or the result of several alterations over a period of years. Attempting to classify St. Joseph's park system as the work of a single "master" is probably not possible.

Further research

As has been previously noted, there is still much left to be discovered regarding the St. Joseph parks system. George Kessler's involvement with the system requires additional information. Unfortunately, upon his death, many of his papers and plans were destroyed, and today there are no living relatives. A grant proposal to microfilm his remaining papers at the Missouri Historical Society is currently being reviewed.

George Burnap remains much of an enigma, especially since he appears to have been significant in the early development of the field of landscape architecture at the present. Attempts to discover his influence in other cities were generally not fruitful. However, it is possible that some of the contacted sources may uncover information about Burnap. Now that many of these sources are aware of St. Joseph's interest in the designer, it is hoped that they will pass along this information.

Further research could also be conducted on just how much influence the Olmsted Brothers' proposal had on the system. A folder of information regarding Percival Gallagher's work in St. Joseph is on file in the Frederick Law Olmsted Papers in the Department of History at the American University, Washington, D.C. The roles of local professionals, such as W.K. Seitz, W.L. Skoglund, and others are also important to determine. This would probably require interviews with descendants, and hopefully would uncover some additional documentation on the parks system.

W.P.A. projects also played an important role in the continuing development of the parks system. The specific projects were often difficult to trace due to lack of local documentation. This is another area which might yield some interesting information.

The most glaring lack of documentation is the lack of original plans or construction documents. This prevents a completely accurate appraisal of historic integrity. The parks department does not currently have base maps of existing resources, let alone historic maps. Lack of current base maps hampered efforts to determine park boundaries. One surprising find occurred during this survey though. An original watercolor plan on

canvas of Smith Park was found in the basement of City Hall, executed by George Burnap and Jacques Greber. Many historic city records are believed to be located here. It is extremely vital that these records be preserved and made available for research. It is possible that historic records of the parks department may be found there, as its offices were formerly in city hall.

CHRONOLOGICAL LISTINGS OF THE WORK OF GEORGE EDWARD KESSLER
 LANDSCAPE ARCHITECT
 KANSAS CITY AND ST. LOUIS, MISSOURI
 1883-1923
 Page One

Merriam Park	Merriam Park, KS	1883
Woodmere Cemetery	Detroit, MI	1883
John Mastin Farm Grounds	Johnson County, MO	1886
Simon J. Murphy Estate	Detroit, MI	1887
Hyde Park	Kansas City, MO	1887
Missouri Valley College	Marshall, MO	1890
Park and Boulevard System	Excelsior Springs, MO	1890
Mt. Washington Cemetery	Kansas City, MO	1891
Roland Park, Phase One	Baltimore, MD	1891
Henry Van Blunt Residence	Kansas City, MO	1891
August Meyer Residence	Kansas City, MO	1891
1806 Independence		
Fairlawn Cemetery	Oklahoma City, OK	1892
Homer Reed Residence	Kansas City, MO	1892
Mastin Residence	Kansas City, MO	1892
Burgess Park	Westport, MO	1892
Gardner Lanthrop Residence	Kansas City, MO	1893
Park and Boulevard System	Kansas City, MO	1893
Peoria Heights	Peoria, IL	1894
Harley Park	Boonville, MO	1897
Elmwood Cemetery	Kansas City, MO	1897
Euclid Heights	Cleveland, OH	1898
Residential Subdivision	Ogden, UT	1898
Gage Park	Topeka, KS	1899
Park and Boulevard System	Memphis, TN	1900
Missouri State Fairgrounds	Sedalia, MO	1900
Riverview Park	Hannibal, MO	1900
Louisiana Purchase Expos.	St. Louis, MO	1900-1904
Missouri Colony for the Feeble Minded and Epileptic	Marshall, MO	1901
Riverside Park	Memphis, TN	1901
Overton Park	Memphis, TN	1901
Home for Aged People 22nd and Tracy Street	Kansas City, MO	1901
Brunner Residence	Kansas City, MO	1901
Smiley Residence 6 Riverside Drive	Boonville, MO	1901
Chitaqua Assembly	Carthage, MO	1902
Oaklawn Cemetery	Little Rock, AR	1902
Merrill Property	Kansas City, MO	1902
Pavilion for South Springs	Excelsior, MO	1902
2nd Presbyterian Church	Kansas City, MO	1902
Walnut Grove Cemetery	Boonville, MO	1902
Epworth University	Oklahoma City, MO	1902
R. Hinton Douglas Residence	Valley Park, MO	1903
Gov. Francis Residence 4421 Maryland Avenue	St. Louis, MO	1903
University of Kansas	Lawrence, KS	1904
Baker University	Baldwin, KS	1904

CHRONOLOGICAL LISTINGS OF THE WORK OF GEORGE EDWARD KESSLER
 LANDSCAPE ARCHITECT
 KANSAS CITY AND ST. LOUIS, MISSOURI
 1883-1923
 Page Two

Restoration for Forest Park	St. Louis, MO	1905
Zoo	Nashville, TN	1905
Vanderbilt University	Nashville, TN	1905
Dundee	Omaha, NE	1905
Home for the Friendless	St. Louis, MO	1905
Judge Crum Residence	St. Louis, MO	1905
555 Avenue		
Park and Boulevard System	Indianapolis, IN	1905
Washington University	St. Louis, MO	1906
William Jewell College	Liberty, MO	1906
Constitution Church	Kansas City, MO	1906
7th and Hall		
Old Folks Home	Excelsior Spgs, MO	1906
Park and Boulevard System	Syracuse, NY	1906
Sunset Park	Evansville, IN	1906
Mesker Park	Evansville, IN	1906
Corbin Park	Evansville, IN	1906
Ottawa University	Ottawa, KS	1906
Shelter Building, Forest Park	St. Louis, MO	c. 1907
Soulard Square Playground	St. Louis, MO	c. 1907
Columbus Square Playground	St. Louis, MO	c. 1907
Mullanpuy Square Playground	St. Louis, MO	c. 1907
O'Fallon Park Boathouse	St. Louis, MO	c. 1907
Untitled	Shawnee, KS	1907
A.B. Banks Residence, "Pine Shadows"	Fordyce, AR	1907
Boice Residence (XIT Ranch)	Channing, TX	1907
Parks	Fort Smith, AR	1907
Untitled (for Mr. Chamberlain)	South Denver, CO	1907
Jones Residence	Kansas City, MO	1907
Mt. Saint Scholastica	Atchinson, KS	1907
University of Oklahoma	Norman, OK	1907
Mont Ne Resort	Rodgers, AR	1907
Cabanne Library	St. Louis, MO	1907
1106 Union Boulevard		
Masonic Home of Missouri	St. Louis, MO	1907
5351 Delmar		
St. Louis and Sub. RR & Courthouse	St. Louis, MO	1907
Collins Flats	St. Louis, MO	1907
Valley Park Hotel	St. Louis, MO	1907
Untitled	Concordia, MO	1907
Christian Science Church	St. Louis, MO	1907
475 N. Kingshighway		
Parks	Ogden, UT	1907
P.W. Emery Residence	Lawrence, KS	1907
W.A. Rule Residence	Kansas City, MO	1907
Fair Park	Dallas, TX	1907

CHRONOLOGICAL LISTINGS OF THE WORK OF GEORGE EDWARD KESSLER
 LANDSCAPE ARCHITECT
 KANSAS CITY AND ST. LOUIS, MISSOURI
 1883-1923
 Page Three

Women's Magazine Building	St. Louis, MO	1907
Farmington Hospital, No. 4	Farmington, MO	1907
Lancaster Park	Jackson, TN	1907
Sleepy Hollow Subdivision	Omaha, NE	1907
B. Nugent Residence	St. Louis, MO	1907
Westmoreland Place		
James P. Dawson Residence	St. Louis, MO	1907
C.H. Howard Residence	St. Louis, MO	1907
Fletcher Savings and Trust Lands	Indianapolis, IN	1907
Ryan Place	Fort Worth, TX	Unknown
Hortense Place	St. Louis, MO	1907
C.H. Huttig Japanese Garden	St. Louis, MO	1907
C.H. Spencer Residence	St. Louis, MO	1907
D.H. Catlin Residence	St. Louis, MO	1907
George O. Carpenter Residence	St. Louis, MO	1907
George F. Tower Residence	St. Louis, MO	1907
A.P. DeCamp Residence	St. Louis, MO	1907
Dr. R.H. Jesse Residence	Columbia, MO	1907
Kings Highway	St. Louis, MO	1907
Brendonwood	Indianapolis, IN	1907
Battle Mountain Sanitarium	Hot Springs, SD	1907
Country Club District	Kansas City, MO	1907
Park and Boulevard System	Cincinnati, OH	1907
Park and Boulevard System	Kansas City, KS	1907
J.G. Babb Residence	Columbia, MO	1907
George S. Steedman Residence	St. Louis, MO	1907
Westmoreland Place		
State Capitol Grounds	Guthrie, OK	1907
Untitled	Anderson, IN	1907
Untitled	Shawnee, OK	1907
St. Joseph's Orphans Home	St. Joseph, MO	1907
McGowan Residence	Indianapolis, IN	1907
Dr. Haskell Residence	Alton, IL	1907
River Des Peres Park	St. Louis, MO	1907
State Asylum	St. Joseph, MO	1907
City Plan Commission Report	St. Louis, MO	1907
Jewish Hospital	St. Louis, MO	1907
216 S. Kingshighway		
Missouri State Hospital	St. Louis, MO	1907
5400 Arsenal		
Missouri State Normal School	Springfield, MO	1908
Campbell Residence	Kansas City, MO	1908
Lincoln Park	Pittsburg, KS	1908
Muskogee Country Club	Muskogee, OK	1908
Capital Hill Subdivision	Denver, CO	1908
Sunken Gardens Park	Denver, CO	1909
Cheesman Memorial Park	Denver, CO	1909
Denver Art Museum	Denver, CO	1909

CHRONOLOGICAL LISTINGS OF THE WORK OF GEORGE EDWARD KESSLER
 LANDSCAPE ARCHITECT
 KANSAS CITY AND ST. LOUIS, MISSOURI
 1883-1923
 Page Four

(Museum of Natural History)		
Mason Property	Haddum, AR	1909
R.R.S. Parsons Residence	Bonne Terre, MO	1909
R.F. Scott Residence	Location Unknown	1909
Washington Park Pavilion	Denver, CO	1909
Park and Boulevard System	Fort Worth, TX	1909
Park and Boulevard System	Denver, CO	1909
Park and Boulevard System	Pensacola, FL	1909
Kendall Property	Kansas City, MO	1909
University of Cincinnati	Cincinnati, OH	1909
Grant Farm, A.A. Busch Country Home	St. Louis, MO	c. 1909
Park and Boulevard System	East St. Louis, IL	1909
Kentucky State Normal School	Bowling Green, KY	1909
Park	Tarkio, MO	1909
Mississippi State University	Starksville, MS	1909
Westport High School	Kansas City, MO	1909
Park and Boulevard System	E. St. Louis, IL	1910
Emerson Park	E. St. Louis, IL	1910
Jones Woods	E. St. Louis, IL	1910
Sunken Gardens	E. St. Louis, IL	1910
Cameron Park	Waco, TX	1910
A.W. Grant	Fort Worth, TX	1910
Iowa State Fairgrounds		1910
University of Souther Miss.	Hattiesburg, MS	1910
Lincoln Institute	Jefferson City, MO	1910
University of Missouri	Columbia, MO	1910
Mississippi College	Clinton, MS	1910
Cheesman Estate	Denver, CO	1910
Untitled	Dayton, OH	1910
Untitled	Des Moines, IA	1910
Untitled	Tyler, TX	1910
William Jewell College	Liberty, MO	1911
Missouri State Capitol	Jefferson City, MO	1911
Rim Railroads	Grand Canyon, AZ	1911
W.K. Bixby Residence	St. Louis, MO	1911
Park and Boulevard System	Fort Wayne, IN	1911
Comprehensive Plan	Dallas, TX	1911
College of Emporia	Emporia, KS	1911
Palisades Parkway	New York State	1911
Park and Boulevard System	Hamilton, OH	1912
Ludlow Park	Hamilton, OH	1912
Hutchinson Fairgrounds	Hutchinson, KS	1912
Memorial Grounds/Ethical Society	St. Louis, MO	1912
Niagara Reservation	Niagara, NY	1912
University of Kentucky	Lexington, KY	1912
Miami University	Oxford, OH	1912
Baptist College	Shanghai, China	1912
Park and Boulevard System	St. Joseph, MO	1912

CHRONOLOGICAL LISTINGS OF THE WORK OF GEORGE EDWARD KESSLER
 LANDSCAPE ARCHITECT
 KANSAS CITY AND ST. LOUIS, MISSOURI
 1883-1923
 Page Five

Park and Boulevard System	South Bend, IN	1912
Park and Boulevard System	Hamilton, OH	1912
Samuel Residence	St. Joseph, MO	1912
Tri State Fairground	Memphis, TN	1913
Webster Groves	Webster Groves, MO	Unknown
Sunset Terrace	St. Louis, MO	Unknown
Development for Clausen Company	Oklahoma City, OK	Unknown
Ward Estate	Kansas City, MO	Unknown
Prospect Park	St. Joseph, MO	1913
Delbert J. Haff Residence	Kansas City, MO	1913
Siloam Gardens	Excelsior Springs, MO	1914
Crown Hill Cemetery	Kansas City, MO	1914
Carlton Price Property	St. Louis, MO	1914
Washburn University	Topeka, KS	1914
Riverside Park	Independence, KS	1914
Hugh Stevens Residence	Jefferson City, MO	1914
Irwin Park	Edinburgh, IN	1915
Untitled (possible St. Clair Shores)	Detroit, MI	1915
Parks	South Omaha, NE	1915
Farm for Boys	Independence, MO	1915
Indiana University	Bloomington, IN	1915
Hermann Park	Houston, TX	1915
E. Sanger Residence	Dallas, TX	c. 1916
E.L. Flippen Residence	Dallas, TX	c. 1916
H.E. Prather Residence	Dallas, TX	c. 1916
Fairgrounds	Terre Haute, IN	1916
Shadyside Subdivision	Houston, TX	1916
Cleveland Park	Houston, TX	1916
East Baldwin Park	Houston, TX	1916
Highland Park (Formerly Woodland Park)	Houston, TX	1916
Exposition Grounds	Houston, TX	1916
State Park	Gonzales, TX	Unknown
Untitled	Peru, IN	1916
Rose Polytechnic	Terre Haute, IN	1916
Highland Park, Phase II	Dallas, TX	1916
Munson Park	Denison, TX	1917
Forest Park	Denison, TX	1917
Yale Place	Salt Lake City, UT	1917
Camp Travis	San Antonio, TX	1918
Camp Pike	Little Rock, AR	1918
Camp Deming	Deming, NM	1918
Camp Bowie	Fort Worth, TX	1918
Camp Doniphan	Lawton, OK	1918
Camp McArthur	Waco, TX	1918
U.S. Housing Corporation	Davenport, IA	1918
U.S. Housing Corporation	Rock Island, IL	1918
U.S. Housing Corporation	Moline, IL	1918
U.S. Housing Corporation	East Moline, IL	1918
Comprehensive Plan	Sherman, TX	1919

CHRONOLOGICAL LISTINGS OF THE WORK OF GEORGE EDWARD KESSLER
LANDSCAPE ARCHITECT
KANSAS CITY AND ST. LOUIS, MISSOURI
1883-1923

Page Six

Consultant to Plan Commission	Salt Lake City, UT	1919
Comprehensive Plan	Wichita Falls, TX	1921
Park and Boulevard Plan	Terre Haute, IN	1921
Young Residence	Mineral Wells, TX	1922
Comprehensive Plan	Longview, WA	1922
Crown Hill Cemetery	Indianapolis, IN	1922
Butler University	Indianapolis, IN	1923
Chapultepec Heights	Mexico City	1923
Comprehensive Plan	El Paso, TX	1923
Park and Boulevard System	Springfield, OH	

SIGNIFICANT WORKS OF GEORGE EDWARD KESSLER BY PROJECT TYPE
 LANDSCAPE ARCHITECT
 KANSAS CITY AND ST. LOUIS, MISSOURI
 1883-1923
 Page Seven

City Planning Studies

Park and Boulevard System	Excelsior Springs, MO	1890
Park and Boulevard System	Kansas City, MO	1893
Park and Boulevard System	Memphis, TN	1900-1910
Park and Boulevard System	Indianapolis, IN	1905
Park and Boulevard System	Syracuse, NY	1906
Park and Boulevard System	Cincinnati, OH	1907
Kings Highway	St. Louis, MO	1907
Park and Boulevard System	Kansas City, KS	1907
City Plan Commission Report	St. Louis, MO	1907
Park and Boulevard System	Fort Worth, TX	1909
Park and Boulevard System	Denver, CO	1909
Park and Boulevard System	Pensacola, FL	1909
Park and Boulevard System	East St. Louis, IL	1909
Park and Boulevard System	Oklahoma City, OK	1910
Park and Boulevard System	East St. Louis, MO	1910
Park and Boulevard System	Fort Wayne, IN	1911-1913
Comprehensive Plan	Dallas, TX	1911
Park and Boulevard System	St. Joseph, MO	1912
Park and Boulevard System	South Bend, IN	1912
Park and Boulevard System	Hamilton, OH	1912
Comprehensive Plan	Sherman, TX	1919
Consultant to Plan Commission	Salt Lake City, UT	1919
Comprehensive Plan	Wichita Falls, TX	1921
Park and Boulevard System	Terre Haute, IN	1921
Comprehensive Plan	Longview, WA	1922
Comprehensive Plan	El Paso, TX	1923
Park and Boulevard System	Springfield, OH	Unknown

Urban Parks

Merriam Park	Merriam Park, KS	1881
Gage Park	Topeka, KS	1889
Burgess Park	Westport, MO	1892
Pavilion for South Springs	Excelsior, MO	1902
Fair Park	Dallas, TX	1905
Hawley Park	Boonville, MO	1897
Harley Park	Boonville, MO	1897
Riverview Park	Hannibal, MO	1900
Riverside Park	Memphis, TN	1901
Overton Park	Memphis, TN	1901
Restoration for Forest Park	St. Louis, MO	1905
Sunset Park	Evansville, IN	1906
Mesker Park	Evansville, IN	1906
Corbin Park	Evansville, IN	1906
Parks	Fort Smith, AR	1907
Parks	Ogden, UT	1907
Fair Park	Dallas, TX	1907

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 LANDSCAPE ARCHITECT
 KANSAS CITY AND ST. LOUIS, MISSOURI
 1883-1923
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Urban Parks (continued)

Lancaster Park	Jackson, TN		1907
O'Fallon Park Boathouse	St. Louis, MO	c.	1907
Shelter Building, Forest Park	St. Louis, MO	c.	1907
Soulard Square Playground	St. Louis, MO	c.	1907
Columbus Square Playground	St. Louis, MO	c.	1907
Mullanpuy Square Playground	St. Louis, MO	c.	1907
Kings Highway	St. Louis, MO	c.	1907
River Des Peres Park	St. Louis, MO		1907
Lincoln Park	Pittsburg, KS		1908
Denver Art Museum	Denver, CO		1909
(Museum of Natural History)			
Washington Park Pavilion	Denver, CO		1909
Park	Tarkio, MO		1909
Sunken Gardens Park	Denver, CO	c.	1909
Cheesman Memorial Park	Denver, CO	c.	1909
Emerson Park	East St. Louis, IL	c.	1909
Jones Woods	East St. Louis, IL	c.	1909
Sunken Garden	East St. Louis, IL	c.	1909
Cameron Park	Waco, TX		1910
Palisades Parkway	New York State		1911
Ludlow Park	Hamilton, OH		1912
Niagara Reservation	Niagara, NY		1912
Prospect Park	St. Joseph, MO		1913
Tri State Fairground	Memphis, TN		1913
Siloam Gardens	Excelsior Springs, MO		1914
Riverside Park	Independence, KS		1914
Irwin Park	Edinburgh, IN		1915
Parks	South Omaha, NE		1915
Highland Park	Houston, TX		1916
(Formerly Woodland Park)			
Settegast Park	Houston, TX		1916
Hermann Park	Houston, TX		1916
Cleveland Park	Houston, TX		1916
E. Baldwin Park	Houston, TX		1916
Exposition Grounds	Houston, TX		1916
Munson Park	Denison, TX		1917
Forest Park	Denison, TX		1917
State Park	Gonzales, TX		Unknown

Community Design

Hyde Park	Kansas City, MO		1887
Roland Park, Phase One	Baltimore, MD		1891
Peoria Heights	Peoria, IL		1894
Euclid Heights	Cleveland, OH		1898
Dundee	Omaha, NE		1905
Sleepy Hollow Subdivision	Omaha, NE	c.	1905
Untitled (for Mr. Chamberlain)	South Denver, CO		1907

SIGNIFICANT WORKS OF GEORGE EDWARD KESSLER BY PROJECT TYPE
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 KANSAS CITY AND ST. LOUIS, MISSOURI
 1883-1923
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Community Design (continued)

Collins Flats	St. Louis, MO	1907
Hortense Place	St. Louis, MO	1907
Country Club District	Kansas City, MO	1907
Brendonwood	Indianapolis, IN	1907
Fletcher Savings and Trust Lands	Indianapolis, IN	1907
Capital Hill Subdivision	Denver, CO	1908
A.W. Grant	Fort Worth, TX	1910
Shadyside Subdivision	Houston, TX	1916
Highland Park, Phase Two	Dallas, TX	1916
Yale Place	Salt Lake City, UT	1917
U.S. Housing Corporation	Davenport, IA	1918
U.S. Housing Corporation	Rock Island, IL	1918
U.S. Housing Corporation	Moline, IL	1918
U.S. Housing Corporation	East Moline, IL	1918
Chapultepec Heights	Mexico City, Mexico	1922
Development for Classen Company	Oklahoma City, OK	Unknown
Ryan Place	Fort Worth, TX	Unknown
Sunset Terrace	St. Louis, MO	Unknown
Webster Groves	Webster Groves, MO	Unknown

Estate Design

John Mastin Farm Grounds	Johnson County, MO	1886
Simon J. Murphy Estate	Detroit, MI	1887
Henry Nan Blunt Residence	Kansas City, MO	1891
August Meyer Residence 2806 Independence	Kansas City, MO	1891
Homer Reed Residence	Kansas City, MO	1892
Mastin Residence	Kansas City, MO	1892
Gardner Lanthrop Residence	Kansas City, MO	1893
Brunner Residence	Kansas City, MO	1901
Smiley Residence 6 Riverside Drive	Boonville, MO	1901
Merrill Property	Kansas City, Mo	1902
R. Hinton Douglas Residence	Valley Park, MO	1903
Gov. Francis Residence 4421 Maryland Avenue	St. Louis, MO	1903
Judge Crum Residence 555 Avenue		
A.B. Banks Residence, "Pine Shadows"	Fordyce, AR	1907
Boice Residence (XIT Ranch)	Channing, TX	1907
Jones Residence	Kansas City, MO	1907
P.W. Emery Residence	Lawrence, KS	1907
W.A. Rule Residence	Kansas City, MO	1907
B. Nugent Residence Westmoreland Place	St. Louis, MO	1907
James P. Dawson Residence	St. Louis, MO	1907

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 LANDSCAPE ARCHITECT
 KANSAS CITY AND ST. LOUIS, MISSOURI
 1883-1923
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Estate Design (continued)

C.H. Howard Residence	St. Louis, MO		1907
C.H. Huttig Japanese Garden	St. Louis, MO		1907
C.H. Spencer Residence	St. Louis, MO		1907
D.H. Catlin Residence	St. Louis, MO		1907
George O. Carpenter Residence	St. Louis, MO		1907
George F. Tower Residence	St. Louis, MO		1907
A.P. DeCamp Residence	St. Louis, MO		1907
Dr. R.H. Jesse Residence	Columbia, MO		1907
J.G. Babb Residence	Columbia, MO		1907
George S. Steedman Residence Westmoreland Place	St. Louis, MO		1907
McGowan Residence	Indianapolis, IN		1907
Dr. Haskell Residence	Alton, IL		1907
Campbell Residence	Kansas City, MO		1908
Mason Property	Haddum, AR		1909
R.R.S. Parsons Residence	Bonne Terre, MO		1909
R.F. Scott Residence			1909
Kendall Property	Kansas City, MO		1909
Chcesman Estate (Now Co Governor's Mansion)	Denver, Co	c.	1909
Grant Farm, A.A. Busch Country Home	St. Louis, MO	c.	1909
W.K. Bixby Residence	St. Louis, MO		1911
Samuel Residence	St. Joseph, MO		1912
Delbert J. Haff Residence	Kansas City, MO		1913
Carlton Price Property	St. Louis, MO		1914
Hugh Stevens Residence	Jefferson City, MO		1914
E. Sanger Residence	Dallas, TX	c.	1916
E.L. Flippen Residence	Dallas, TX	c.	1915
H.E. Prather Residence	Dallas, TX	c.	1916
Young Residence	Mineral Wells, TX		1922
Charles S. Lewis Estate	Indianapolis, IN	c.	1922
Ward Estate	Kansas City, MO		Unknown

Institutional Design

Woodmere Cemetery	Detroit, MI		1883
Mt. Washington Cemetery	Kansas City, MO		1891
Fairlawn Cemetery	Oklahoma City, OK		1892
Missouri Colony for the Feeble Minded and Epileptic	Marshall, MO		1901
Oaklawn Cemetery	Little Rock, AR		1902
Walnut Grove Cemetery	Boonville, MO		1902
Home for the Friendless	St. Louis, MO		1905
Cabanna Library 1106 Union Boulevard	St. Louis, MO		1907
Masonic Home of Missouri 5351 Delmar	St. Louis, MO		1907
Farmington Hospital, No. 4	Farmington, MO		1907

SIGNIFICANT WORKS OF GEORGE EDWARD KESSLER BY PROJECT TYPE
 LANDSCAPE ARCHITECT
 KANSAS CITY AND ST. LOUIS, MISSOURI
 1883-1923
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Institutional Design (continued)

Battle Mountain Sanitarium	Hot Springs, SD	1907
Jewish Hospital	St. Louis, MO	1907
216 S. Kingshighway		
Missouri State Hospital	St. Louis, MO	1907
5400 Arsenal		
State Asylum	St. Louis, MO	1907
Memorial Grounds/Ethical Society	St. Louis, MO	1912
Farm for Boys	Independence, MO	1915
Camp Travis	San Antonio, TX	1918
Camp Pike	Little Rock, AR	1918
Cantonment	Deming, NM	1918
Crown Hill Cemetery	Indianapolis, IN	1922

Urban Design

Louisiana Purchase Exposition	St. Louis, MO	1902-1904
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Miscellaneous

Missouri State Fairgrounds	Sedalia, MO	1900
Home for Aged People	Kansas City, MO	1901
22nd and Tracy Street		
Chitaqua Assembly	Carthage, MO	1902
2nd Presbyterian Church	Kansas City, MO	1902
Zoo	Nashville, TN	1905
Constitution Church	Kansas City, MO	1906
7th and Hall		
Old Folks Home	Excelsior Springs, MO	1906
Untitled	Shawnee, KS	1907
Monte Ne Resort	Rodgers, AR	1907
St. Louis and Sub.	St. Louis, MO	1907
RR & Courthouse		
Valley Park Hotel	St. Louis, MO	1907
Untitled	Concordia, MO	1907
Christian Science Church	St. Louis, MO	1907
475 N. Kingshighway		
Women's Magazine Building	St. Louis, MO	1907
State Capitol Grounds	Guthrie, OK	1907
Untitled	Anderson, IN	1907
Untitled	Shawnee, OK	1907
St. Joseph's Orphans Home	St. Joseph, MO	1907
Muskogee Country Club	Muskogee, OK	1908
Iowa State Fairgrounds		1910
Untitled	Dayton, OH	1910
Untitled	Des Moines, IA	1910
Untitled	Tyler, TX	1910
Missouri State Capitol	Jefferson City, MO	1911
Rim Railroads	Grand Canyon, AZ	1911

APPENDIX B

The following is a partial list of known plans which were designed by George Burnap, and implemented.

Triangular Park	Washington, D.C.	
Mt. Pleasant Triangle	Washington, D.C.	
Farraquut Park	Washington, D.C.	
Logan Park	Washington, D.C.	Redesign
Lincoln Park	Washington, D.C.	Redesign
Meridian Hill	Washington, D.C.	
Washington Circle	Washington, D.C.	Redesign
Thomas Circle	Washington, D.C.	
Small Triangle	Washington, D.C.	
Garfield Park	Washington, D.C.	Playground
Willow Tree Alley	Washington, D.C.	Playground
Montrose Park	Georgetown	
	Omaha	
Krug Park & parks system	St. Joseph	

Burnap is credited with park design in Council Bluffs; Granville, New York; Hagerstown, Maryland; Petersburg, Virginia; Greenwood, South Carolina and elsewhere. He also worked on numerous hospital properties throughout the United States for the U.S. Veterans Bureau.

PARK DESIGN

BEAUTY

STRENGTH • SINCERITY
UNITY • SCALE • ATTRACTION

UTILITY

CONVENIENCE • COMFORT
RECREATION • EDUCATION

COMPOSITION

LAND ~ LAWNS
DRIVES
WALKS

WATER ~ FOUNTAINS
POOLS
LAKES

FOLIAGE ~ SHADE
ORNAMENTAL

FLORAL
DISPLAY ~ GARDENS
BEDS
PARTERRES

SERVICE

PARK
REQUIRE-
MENTS

ROADS
WALKS
SEATS
SHELTERS
REST HOUSES

FACILITIES
OF
ENJOYMENT

OBJECTS OF
INTEREST-
GAMES AND
SPORTS

SCULPTURE ~ MOTIFS

EMBELLISHMENTS
ARCHITECTURE ~ SETTINGS
BUILDINGS

ADMINISTRATION BLDG.
SERVICE YARDS
& BUILDINGS
PROPAGATING
GARDENS

MAINTENANCE-

"PASSING-THROUGH" PARKS

SQUARES & DOWNTOWN PARKS

DESIGN

FORMAL
COMPREHENSIVE
SIMPLE
BRIGHT & CHEERFUL

EQUIPMENT

UNOBSTRUCTED THROUGH WALKS
ACTIVE & FORCEFUL FOUNTAINS
VERY FEW OR NO SEATS-NEVER ON
THROUGH WALKS
REGULARLY ARRANGED TREES-LITTLE
OR NO SHRUBBERY-OCCASIONAL
EVERGREENS
COMMEMORATIVE STATUES
UNOBSTRUCTIVELY PLACED
BOLD FLOWER DISPLAY EMPHASIZING
LINES OF DESIGN

DISPLAY & FOCAL-POINT PARKS

DESIGN

FORMAL
STRIKING
INTENSIVE
SINGLE MOTIF
CIVIC RELATION

EQUIPMENT

WALKS CONVENIENT BUT SECONDARY
LAVISH FOUNTAINS IMPRESSIVE STATUES
FEW SEATS & ONLY WHEN RELATING TO DESIGN
LANDSCAPE GARDENING AS SETTING FOR MOTIF
RICHNESS IN EVERGREENS & FLOWERS

LEFT-OVER AREAS

DESIGN

FORMAL OR INFORMAL
INCONSPICUOUS
INTERESTING
NEAT & ORDERLY

EQUIPMENT

WALKS ONLY SUCH AS TO PREVENT TRESPASS
SEATS ALONG SIDEWALK IF A WAITING SPACE
DECORATIVE ARRANGEMENT OF TREES & SHRUBS
SIMPLE FOUNTAIN URN OR FLOWER BED

NEIGHBOURHOOD PARKS

TENEMENT DISTRICTS

DESIGN

SIMPLE · FORMAL UNPRETENTIOUS ·
SUBSTANTIAL & EASY OF MAINTENANCE

EQUIPMENT

LARGE OPEN AREAS IN GRAVEL ·
AMPLE SHADE · SUBSTANTIAL SEATS ·
EDUCATIONAL STATUES ·
DRINKING FOUNTAINS ·

RESIDENTIAL BLOCKS

DESIGN

RESTRAINED ·
MODERATE DISPLAY ·
FORMAL OR SEMI-FORMAL

EQUIPMENT

PROMENADES · FREQUENT SEATS ·
LAWNS · FOLIAGE COMPOSITIONS ·
FLOWERS ·
DISPLAY FOUNTAINS · Pools & DASHES ·
ARCHITECTURAL EMBELLISHMENTS ·
COMMEMORATIVE SCULPTURES ·
(ALLEGORICAL VS PORTRAITURE) ·

SEMI-SUBURBAN

DESIGN

FREE BUT IN GOOD TASTE ·
INFORMAL OR INFORMAL FORMALITY ·
NATURALISTIC BEAUTY

EQUIPMENT

ENCIRCLING WALKS ·
LANDSCAPE GARDENING ·
DECORATIVE SCULPTURE ·
OCCASIONAL SEATS ·
LILY PONDS · BROOKS ·
MINIATURE LAKES

RECREATION PARKS

DESIGN

NATURALISTIC AS A WHOLE · PORTIONS FORMAL ·
TRUE TO GENERAL PRINCIPLES OF PARK DESIGN ·
EXPRESSIVE OF LOCALITY AND REQUIREMENTS ·

EQUIPMENT

REFECTORIES ·	ADMINISTRATION BUILDING ·
REQUIREMENTS-SHELTERS ·	PROPAGATING GARDENS ·
REST HOUSES ·	SERVICE BUILDINGS ·
	WORKMENS HOUSES ·

RECREATION FACILITIES ~

	PASSIVE	ACTIVE
GARDENS -	PERENNIAL ROSE · BOTANICAL · ZOOLOGICAL · CONCERT	WALKS AND BRIDLE PATHS · GAME COURTS ·
SCENERY -	COMPOSED · PANORAMIC ·	GOLF COURSES · BASE-BALL & FOOT-BALL ·
EXHIBITIONS -	HERBARIUM · COLLECTIONS · DENDROLOGY & · TREE SURGERY · ORNITHOLOGICAL ·	CRICKET, LACROSSE & POLO · DRILL & PARADE GROUNDS · BATHING & BOATING
DRIVING FACILITIES -		WINTER SPORTS ·

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Oral Interviews

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