

SERIES OF ARTICLES FROM THE KANSAS CITY STAR ENTITLED
"WHAT KANSAS CITY IS TO GET FOR ITS TEN-YEAR PLAN MONEY".

Speakers' Committee, CIVIC IMPROVEMENT COMMITTEE KANSAS CITY, MO.

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"WHAT KANSAS CITY IS TO GET FOR ITS TEN-YEAR PLAN MONEY".

PROPOSITION 1.

A new City Hall \$4,000,000.00

(to come later)

PROPOSITION 2.

Playgrounds, Park and Boulevard Improvements \$2,750,000.00

More than thirty years ago Kansas City reached a high place among the cities of the world, chiefly on the reputation of her then marvelous park and boulevard system. In a day when cities were just awakening to value of beauty, Kansas City, guided by A. R. Meyer, George E. Kessler and a few other far-seeing persons, laid the foundation for a connected system of parks and boulevards surpassing anything then existing in this country.

As years went by the city acquired the land, and as it could, developed the tracts. Boulevards extended always just a little ahead of private development. In fact they directed the residential growth of the city because they provided transportation lanes and showed the possibilities of new sections. With the open spaces, the parks, they tied together a park and boulevard system that was a pleasure to look at, both on maps and in actuality.

THEN A LAPSE.

So well satisfied was Kansas City, so much praise did she receive for the things she had done, that she sat down to bask in her glory.

There is no fault to find with what has been done. The city still has one of the outstanding park and boulevard systems of the world, but a large part of it is in the raw - the city merely owns the land and has developed it in the most primitive way.

The item of \$2,750,000 in the Ten-Year bond program is not for the purpose of adding materially to the system, but for the refinement and utilization of what the city

already has. It is to make possible a fuller use of the city's park, boulevard and playground facilities. It is to make provision for the city's future growth.

FIVE MAJOR PROJECTS.

There are five major projects involved in the bond item;

1. More and better equipped play fields for children, particularly in congested districts, to keep them off the streets, out of danger morally and physically.

2. The first unit of a modern zoological garden where the animals of Kansas City's zoo will reside in surroundings resembling their natural haunts.

3. Further development in the union station plaza district, Kansas City's front door. This would include the development of Kessler road leading from the plaza to the south, west of the Liberty Memorial and on to connect with the Penn Valley Park system south of the Memorial. It would provide also for the grading of the north approach to the Memorial, bringing that project nearer to completion. It would provide, too, for the sloping of the west bank of the Main Street cut from Twenty-fifth street to Twenty-seventh street to conform to the slope north of Twenty-fifth street.

AN ART GALLERY APPROACH.

4. A suitable approach to the Nelson Gallery of Art, To the development of this institution 15 millions in private funds have been made available. The Ten-Year Plan organization felt the city should at least provide a proper approach and that the least it could do would be to recommend an item of \$350,000 for that purpose. That amount would make available a tract extending from Brush Creek boulevard south across Brush Creek for development with a shadow pool, fountains and walks and providing a vista from the south artists say would be the finest of its kind in the world.

5. Community houses for Negroes in the Paseo and other Negro districts. The Paseo community house, typical of those to be erected, would be near Seventeenth street. It would replace the present bath house and serve as a sort of junior convention hall. It would embrace an auditorium with seating capacity for 2,500, a branch library, a swimming pool, dressing rooms, game rooms, playrooms for children and comfort stations.

AID FOR SWOPE PARK.

In the bond item is \$700,000 for Swope Park. Of this amount \$300,000 is to be

distributed in extended lighting facilities, water mains, comfort stations, permanent bath houses at the lagoon and general beautification. The remaining \$400,000 would go to the zoo. There is an item of \$75,000 for the construction of a link of the Blue River boulevard, brought by the county from the south to the south line of Swope Park, connecting it up with the boulevard system within the park.

The playground improvements proposed, in detail, are;

1. The tract on the north side of Swope parkway between Woodland avenue and Prospect avenue will be expanded. It now is in a state of part development, including one baseball diamond and four tennis courts. Improvement calls for a bath house with showers, dressing rooms and playrooms, similar to the facilities at the Grove.

A SHEFFIELD PLAYGROUND.

2. Purchase of a tract in the Sheffield district at Seventeenth street and Bennington avenue, for a playground. There are no playground facilities in that district,

3. Expansion of Sheffield Park, sometimes called Ford Park, near Twelfth Street and Winchester avenue. The park now includes two ball diamonds, a few tennis courts and a wading pool. The improvements call for the addition of an open air swimming pool.

4. A shelter house is proposed for Ashland Square, at Twenty-third street and Elmwood avenue. The square contains four blocks and now has a baseball diamond, tennis courts and a playground. A shelter house would be added with a wading pool, comfort station and playrooms.

5. At Montgall playground, Twenty-first street and Kansas avenue, a shelter house similar to that in Ashland Square is proposed.

MULKEY SQUARE PROJECT.

6. At Mulkey Square, Thirteenth and Summit streets, a similar shelter house with wading pool, comfort station and playgrounds is proposed.

7. Similar facilities are proposed for Lykins Square, at Seventh street and Norton avenue.

8. It is proposed to purchase ground contiguous to Dunbar school for Negroes, in the 5500 block on East Thirty-sixth street, for a playground which would be fully equipped.

9. The tract south of Thirty-ninth street on Robert Gillham road, used by police and other organizations for drills, has no provision for spectators.

The bond proposal contains provision for a miniature stadium or series of concrete steps two blocks long along the east slope.

10. Central Park, recently acquired, north of Linwood boulevard and east of Indiana avenue, is to be graded, drained, landscaped and provided with playgrounds.

NEAR HORACE MANN SCHOOL.

11. At Horace Mann school, the remainder of the block is to be acquired, the new land to be used for a baseball diamond, volley ball grounds and playgrounds generally. The school building will be used as a shelter house and it will provide the necessary comfort station facilities,

12. At Linwood Plaza, between Brooklyn and Park avenues, it is proposed to acquire a strip of ground of sufficient width for two tennis courts.

13. For the extreme Northeast district a community house with playroom facilities is proposed in the vicinity of old Electric Park, frequently referred to as Heim Park.

PROPOSITION 3.

Public Hospital Improvements \$2,000,000.00

Public hospital improvements as contemplated in the Ten-Year Plan bond program to be voted upon May 26 cannot be regarded either as a luxury or as an investment, in the financial sense, although they do constitute a real civic investment in the broader sense. Actually they are pressing necessities and, at best, fall far short of the recommendations made by the American Public Health Association following a survey.

Kansas City's growth has been so rapid, its general needs have pushed its revenue so closely, that it never has caught up with its public hospital service.

It possesses the bare, bony structure of a public hospital service, overcrowded, inadequately equipped and in some respects poorly planned. Generally speaking, public hospital service is for those who cannot afford to pay for private hospital service. It is acknowledged, particularly in the United States, as an obligation cities owe to their citizens. Kansas City has assumed the obligation, but has provided for it in a most meager manner.

HOSPITAL TOO CROWDED.

At the General hospital, for illustration, the chief unit in the system, there is space for 350 beds and 400 are in use; the maternity ward has space for twenty beds and there

are twenty-eight; there is only one operating room and it is inadequate. Frequently a major operation is begun and the operating table must be moved aside to permit another operation to be started. Obstetrical facilities are wholly inadequate for the average of 605 births a year. Women are dismissed, because of overcrowded conditions, the sixth and seventh day following the birth of their children.

There is no provision for psychopathic treatment. The psychopathic ward provides merely for incarceration of patients pending transfer to a state hospital. The ward is dark and depressing and both men and women patients are under the care of men attendants.

At the isolation hospital there is no elevator and patients must be carried to the third floor in arms or in chairs, as stretchers will not make the turns in the stairways. There is insufficient room to provide for proper segregation of patients as to sex, age or disease. There are insufficient lavatories or sterilizing units to permit modern nursing technique. SPACE GOING TO WASTE.

The top floor of the nurses' home is unused because it has not been furnished; the swimming pool has not been used because there is no one to operate the machinery; the elevator is not operated because it is defective. The refrigeration system is inadequate, hence the drinking fountains in the corridors have not been connected and drinking water is obtained from wooden barrels equipped with spigots.

Conditions such as these run all through the hospital system, due chiefly to inadequacy of funds. The Ten-Year Plan committee, which made the report leading up to the hospital bond proposal, was headed by George Reinhardt. It made a full investigation of all the city's hospital service. It pored over the reports of men in charge of the Jackson County Medical Society, of the American Public Health Association, and arrived finally at a program its members believed would give needed relief for the next ten years. It did not attempt to go all the way. It knew it could not be done if other civic needs were to be supplied, and all kept within the city's limited bonding power.

TOTAL OF 2 MILLION.

It recommended a program of improvement, later adopted by the organization, and then by the council, calling for a total expenditure of 2 million dollars.

At the General hospital the expenditure of \$1,300,000 is proposed.

That amount is divided among four items:

Remodeling of the building in accordance with the fire underwriters' recommendations, including the remodeling of the south wing, recently vacated as nurses' quarters, to provide for 100 additional beds. The cost would be 1/4 million dollars.

Construction of a new north wing, six floors in height, adding 150 beds, providing space for a dispensary, public health laboratory, new operating rooms and X-ray department. The cost would be 3/4 million dollars.

Construction of a new power plant in which would be grouped the laundry, ice plant, incinerator and power equipment; also the construction of tunnels from the plant to the hospital buildings. The cost, 1/4 million dollars.

Provision for the treatment of cancer by radium, to cost \$50,000.

At General hospital No. 2, the institution for Negroes a nurses' home is provided in the bond plan, at a cost of \$75,000.

For the isolation hospital an entirely new building is provided with a 200-bed capacity. It would have a dividing wall to provide separate accommodations for both races. The total cost would be \$325,000.

At the Leeds sanatorium, a new third floor would be added, providing sixty more beds for adults. A new children's building would be constructed with provision for sixty beds. There would be a new heating plant, a new administration building, a new wing for white adults, a new ventilating system and an X-ray laboratory adequately equipped. The cost would be \$300,000.

The Ten-Year Plan organization believed that with the improvements recommended Kansas City would be able to give something like adequate public hospital service for the next ten years, when increasing population and increasing responsibilities would make necessary further extensions.

PROPOSITION 4.

New City Market and Farmers' Market \$500,000.00

Three major items enter into the 1/2-million-dollar bond proposal recommended by the Ten-Year Plan organization for Kansas City's public market:

New building for the inclosed market.

Remodeled farmers' market.

Provision for parking space.

Kansas City's market once was the public square. It was without buildings and merely was an open space into which farmers drove their wagons loaded with produce and bargained with townspeople. Later, half of the block was taken for the market, with wagon privileges for the city hall and an ornate, inclosed building was erected around it. Still later the block to the north was condemned, the buildings were removed and a wholesale market was established.

Hence, with a new city hall located elsewhere, the city would have two entire blocks available for market development. In fact the city has everything a market needs in the way of a site, ideally located. But it lacks modern and sanitary market facilities.

G. V. Branch, municipal market expert of the United States department of agriculture, discussing markets, pictured an ideally situated market thus;

Apart from, yet accessible to, the downtown district; a site the nature of which is definitely fixed; with interurban freight terminal facilities close at hand; with cold storage facilities convenient; with adequate and convenient avenues of ingress and egress for truck farmers; with accessibility by street car.

If Mr. Branch had been describing the site of the Kansas City market he could not have given it a closer description. It has all of the advantages set forth by him as essential, except the trucking facilities, and those are to be remedied by the trafficways in the Ten-Year Plan if the bonds carry.

But there are other factors Mr. Branch lists, not possessed by the city market.

It should be light and airy; it should be so arranged as to make sanitation easily maintained; it should embrace adequate refrigeration facilities; it should be operated under the supreme supervision of an official who thoroughly understands marketing; the city should at all times have control of its stalls so that rules and regulations of service, honest dealings and sanitation could be enforced.

Those requirements are lacking now, in whole or in part. But something more is lacking - and it was not mentioned by Mr. Branch - adequate parking space.

There was no parking problem when the market was established. It has developed with the use of the motor car and as a problem at the city market it has assumed more serious proportions each year. Now, according to those who have studied it, congestion,

due to absence of adequate parking space, is throttling the market.

The 1/2 million dollars recommended for improvements at the market by the Ten-Year Plan committee would provide for parking facilities and for the other improvements regarded as essential. The recommendations in detail:

A 2-story and basement building to replace the present inclosed, or old city market.

It would include a refrigeration system and would be designed on the latest approved lines for sanitation and convenience.

The building would be set far enough back from the property line on all sides to provide parking space for several hundred motor cars.

Canopies, pavement and other conveniences would be supplied for the open market.

There will be those who will regret the passing of the present market, with its ornate architecture and its Old World atmosphere, including its picturesque litter. But modern markets seek sanitation and convenience.

PROPOSITION 5.

Stadium and Out-Door Theater \$750,000.00

Like the municipal auditorium, the stadium, with its outdoor theater facilities, is regarded as a civic investment, calculated to return an actual financial earning to the city as a whole, by the men and women in the Ten-Year Plan organization who gave it weeks of study before including it in the bond program to be voted upon May 26.

Such a stadium as is planned would make it possible to hold events in and bring events to Kansas City, beyond its reach at present. The events would bring people to Kansas City from over a wide tributary area. The visitors would bring money and spend it here. Its circulation eventually would reach directly or indirectly every man, woman and child in the city. The introduction of "new" money into a community operates in that manner.

THE COMMERCIAL BENEFIT GREAT.

So, aside from the purely civic benefits in the possession of a stadium - and the committee found they were many - there is the selfish, commercial benefit with perhaps even a wider appeal. To those persons who have studied it from a business viewpoint, it has many of the commercial advantages a big new industry would have.

The item in the bond proposal of 3/4 million dollars is just half the amount the

exponents of the stadium asked for. It will not do all the things they hoped to do, but it will make the beginning that is expected to demonstrate the value of the stadium idea.

It is proposed to find a site somewhere within easy range of the projected Kansas City university and build the first unit of a horse-shoe, the curve, and later as the need develops, extend the two sides toward the open end. What the committee has in mind ultimately is a concrete and steel structure, double-decked, that will seat approximately 80,000 persons, but the initial unit would provide seating capacity for less than half that number.

FOR ALL KINDS OF EVENTS.

The structure would be so constructed that it would take care of all athletic events, such as football, track meets, basket ball, lacrosse and soccer. A temporary and movable stage and platform would be included for musical activities, pageants and spectacles of various types. Under the stadium, rooms would be constructed for corrective physical education and the boy and girl activities, such as the events of the Boy Scouts, Girl Scouts, and Camp Fire Girls, and for orthopedic clinics, handball, squash courts, wrestling and boxing.

Aside from the athletic events it will make possible, the stadium idea has found hundreds of outspoken friends among lovers of opera. They point to Kansas City's lack of facilities and to the drawing power of the St. Louis outdoor opera.

In ten years the St. Louis open-air theater in Forest Park has been operating, there has been a total of 120 weeks of municipal opera. The total attendance has been 3,500,000; the average cost of a ticket has been 71 cents, and there never has been a deficit.

MUST BE NO PROFIT.

A profit is prohibited. Any surplus must be impounded for the staging of more elaborate productions in succeeding years. The first year of open-air opera in St. Louis the average cost for each production was \$13,000. Last year the average cost for each production was \$29,000. Persons from Kansas City, and other points as far removed, attend the St. Louis opera made possible by an open-air theater. Similar productions could be given in Kansas City- if it had a stadium.

Proponents of the stadium idea, such as John C. Grover, chairman of the committee

that developed the recommendation, believe that with an adequate stadium Kansas City eventually would be selected for many of the great East-West football games and other athletic events, because of its central location. One such event, Mr. Grover once said, would return to the city at large all it is proposing to put into the structure initially.

Four high points of value were urged by the stadium's proponents all through the Ten-Year Plan's formative period:

A stadium adds to the business prosperity of a city through the visitors and the "new" money it invites.

Stadium events of a wide sectional or national character are a most effective type of advertising for a city.

A stadium gives citizens an opportunity to witness football games and other athletic events they never would have opportunity to see otherwise.

A stadium provides the opportunity and incentive for community activities that add new color and new interest to community life.

PROPOSITIONS 6 and 7.

Fire Department Improvements \$375,000.00

Police Department Improvements \$125,000.00

Two bond allotments, small as contrasted with the total of 40 millions to be voted upon May 26, would put the police department and the fire department in position to render the efficient service that citizens expect of them.

The police allotment is small chiefly because provision is made in the proposed new city hall for the housing of police headquarters. Otherwise a large bond item would be required for that purpose. August Vollmer, police expert who made a survey of the Kansas City department, saw no way of obtaining efficient handling of police matters in the present headquarters building, and that will be urged by bond proponents as an additional argument for a new city hall.

THREE NEW STATIONS.

The \$125,000 provided for the police department in the bond program would provide a new station to replace the Woodland avenue station, a new Sheffield station and a new Leeds station.

The Woodland avenue station is at the edge of the district supervised from it. It is

inadequate in building and equipment. Chief Vollmer recommended that a new station be built, somewhere near Thirty-ninth street and Prospect avenue, more nearly the center of the district.

The \$375,000 provided in the bond program for the fire department would be used for sites, for new district stations and for trucks and other equipment. Combined with water main extensions, also provided for in the bond program, the fire department improvements would tend toward a lower fire insurance rate throughout the city and offset, to a degree, the slight increase the fire department bonds would make in taxes.

AFTER A THOROUGH STUDY.

The recommendations were made after a thorough study of the needs of the fire department for the next ten years. They were based on a survey by engineers for the National Board of Fire Underwriters and engineers for the Missouri inspection bureau. Their recommendations ran far more than the \$375,000 allotted and the final recommendations of the Ten-Year Plan committee involved only the essential and imperative needs.

The fire department recommendations in detail, with the estimated cost of each.

New station for new pumper company, on a site owned by the city at Thirty-ninth and Indiana, \$25,000.

Purchase of a site and the construction of new fire department repair shops and storehouse, for the repair and rebuilding of fire apparatus and equipment, and the storage of material and supplies, \$50,000.

Purchase of a site and the construction of a new fire station for a new pumper company in the vicinity of Fiftieth street and Swope parkway, \$25,000.

Fifty thousand feet of new fire hose to be purchased over a period of ten years, \$50,000.

New modern fire tools and appliances to be purchased over a period of ten years, \$25,000.

Squad fire apparatus, completely equipped for life saving, resuscitation, and other expert emergency services, \$10,000.

Pumping engine and hose trucks, to replace similar apparatus purchased in 1919, and to provide for two new pumper companies, \$140,000.

Three 85-foot aerial hook and ladder trucks to replace similar apparatus purchased in 1919, \$45,000.

Department trucks and service cars for departmental use to replace similar equipment now worn out, \$5,000.

PROPOSITION 8.

Trafficways and Boulevards \$8,300,000.00

Without a doubt the item in the Ten-Year Plan bond program that will draw most fire is the \$8,300,000 for trafficways, not because the necessity for trafficways is not recognized, but because of resentment by property owners against the imposition of special taxes that will be assessed against benefit districts.

The simplest and most satisfying answer to that is the truth; That the voting of the trafficways bonds will not add to but will subtract from benefit district assessments.

TRAFFICWAYS MUST BE BUILT.

There is no way Kansas City can avoid the construction of new traffic- ways, Increasing population, extended residential development, increasing motor car traffic will force it. Every city in the country is being compelled to create a new and extended trafficways to avoid choking itself with traffic. Trafficways are coming whether bonds are voted or not.

If they are not paid for partly by bonds, assessed against the whole city, they will be paid for entirely by property within limited benefit districts.

Except for three minor instances, every one of Kansas City's traffic- ways was opened and constructed at the expense of benefit districts. It always has been the custom here and unquestionably that practice will continue if the bond aid is not approved.

EXAMPLE IN FIFTEENTH STREET.

The case of Fifteenth street serves to prove both points; that needed trafficways eventually force themselves, and that when the public refuses bond aid they are paid for by limited districts.

Fifteen years ago the necessity for widening Fifteenth street from Campbell street to the downtown district was recognized and the effort was began. Property owners in proposed benefit districts defeated it time after time. Twice at bond elections items were

included to bear a part of the cost and they were defeated. The necessity for widening increased as years passed, and now, fifteen years after the initial effort, Fifteenth street is "being widened and the entire cost is falling upon a limited "benefit district. And, in addition to that, the delay of fifteen years added materially to the cost because of increased property values.

The Ten-Year Plan would provide bonds to pay 25 per cent of the cost of land and improvements taken in widenings and extensions, 50 per cent of the cost of grading, and the entire cost of bridges, viaducts and underpasses. Heretofore, except in three minor cases, all of that cost has been borne by benefit districts. That would seem to be the simplest and most direct answer to opposition from property owners in proposed benefit districts.

TWO YEARS BEFORE ISSUE.

None of the trafficways bonds will be issued for two years after they are voted and, under pledge of the city administration, no condemnation proceedings for trafficways will be began within that time unless the request comes from property owners within the district to avoid increasing condemnation costs. Hence there will be no benefit district assessments due to trafficways to pay in the first two years.

Except for insuring that a part of the cost will be paid by all the property in the city rather than by a benefit district, the voting of the bonds will make no change in the regular procedure in condemnation matters.

Proposed trafficways will take the same course they always have taken. The fact they have been outlined on a trafficways map and even the fact that bonds may have been voted will not necessarily mean they are to be built. That still will be up to the property owners as it always has been.

UP TO PROPERTY OWNERS.

Suppose the trafficways bonds carry and in 1933, for illustration, it is proposed to make a start on the Southeast trafficway. Proceedings would be begun in the city council in the usual manner. Public hearings would be held.

The property owners in all of the section set aside as a benefit district would have opportunity to appear and approve or protest. If protests were overwhelming, there would be no trafficway.

No council could afford to override its constituents, and, notwithstanding bonds had been voted to aid in the proposal, there would be no Southeast trafficway until the district was ready for it.

Kansas City's charter is so drawn that property owners still have control over public projects requiring condemnation proceedings and benefit districts, if they stand together.

Consequently the voting of trafficways bonds does not make certain the building of a single trafficway. It merely insures that if one of the listed trafficways is built the property owners in the benefit district will be relieved of a part of the cost.

IN PROPORTION TO BENEFITS.

All through the building of the trafficways section of the Ten-year Plan program there was raised at frequent intervals the question:

"Why not vote bonds to cover the entire cost of trafficways; why impose any of the cost on benefit districts?"

That can be answered only as it was answered time after time in sessions of the trafficways committee. The theory upon which the benefit district plan was created many years ago, is that real estate adjacent to or near a developed trafficway actually benefits through increased value.

There are hundreds of instances in Kansas City proving the soundness of that theory. Here and there all over the city are districts that have been given a new use and a new value through having been made accessible by trafficways. The benefit district idea had been extended beyond the bounds of justice, it was believed by many civic leaders, and that was the reason for the trafficway bond proposal.

A CITY-WIDE BENEFIT, TOO.

There is a direct benefit to a limited district, hence that district should bear a share of the cost in proportion, but there also is a city-wide benefit and in the Ten-Year Plan that is represented by the bonds proposed for the different trafficways projects.

Directly, the trafficways plan is the work of N. T. Veatch, Jr., and his hardworking committee through long months of day and night study, but indirectly it had been in the process of formation for many years. In all of its main features it is a plan that began growing with the organization of the city plan commission. All of the research by engineers for that body pointed to certain essential traffic arteries for the future. They

were put on paper as projects that must be realized sooner or later if Kansas City was to grow.

When Mr. Veatch and his committee, many members of which had special training for that type of work, began they sought to avoid the influence of former studies and to arrive at their own conclusions. They assembled data on every subject relating to the movement of traffic, facts on topography, on real estate values, on population and on trend of population and business. Out of it all they drew certain conclusions and reduced them to a map.

That map is the proposed trafficways layout and so nearly did the committee's conclusions coincide with those of their predecessors that one map could very well be superimposed on the other.

CORRECT THE PRINCIPLE.

That merely tends to prove the soundness of the trafficways proposed in the bond program. All research in the last ten years led to the same general results, indicating that the trafficways planned are correct in principle.

The traffic layout is city-wide. It connects existing traffic arteries, opens up districts now inaccessible and ties the city's whole street system in with the county and state roads leading to its limits.

It is planned to serve a city of 550,000 persons, the estimate for Kansas City proper for 1950.

It is planned to care for the 91,000 motor cars in Kansas City, its share of the 1/4 million motor cars within fifty miles of Kansas City, and for double the total within twenty years. The trafficways are not all to be built at once, but through a 10-year period, and the bonds are to be issued only as work progresses.

BALLOT COVERS 29 PROJECTS.

There are twenty-nine separate projects involved in the one trafficways item that will appear on the bond ballot. Each has been allotted an amount of bond aid as recommended by the Ten-Year Plan organization and as approved by ordinance by the city council. The separate items will not appear on the ballot. The citizen will vote "yes" or "no" on the whole trafficways project of \$8,300,000.

The separate projects;

1. Winner road, \$1,150,000; involves the opening and construction of a new trafficway from Twelfth street and Van Brunt boulevard to the city limits along a right-of-way already obtained. The bonds are for a viaduct over the Blue River and railroad tracks, without which it is useless to build the trafficway.

2. Southeast trafficway; to open up an inaccessible residential district and to form a direct connection between the downtown district and U. S. highways No. 40 and No. 50. Starting at Twenty-fifth and Charlotte streets the route would be southeast to Twenty-sixth and Harrison streets, south to Twenty-seventh street, east to College avenue, southeast to Twenty-ninth street and Myrtle avenue. From that point one branch would continue east on Twenty-ninth street to a connection with Raytown road, thence to No. 40 at Thirty-first street. The south branch would extend from Twenty-ninth street and Myrtle avenue south and east to a connection with No. 50.

3. Oak street-Pershing road-Twenty-fifth Street; combined with the completed Oak street viaduct, this would connect the Southeast trafficway with the downtown district and the union station district. Robert Gillham road would be rebuilt and regraded from the viaduct to Twenty-fifth street. Pershing road would be extended from McGee trafficway to Robert Gillham road. Twenty-fifth street would be widened to 100 feet from Robert Gillham road to Charlotte street with a grade separation at Holmes street.

4. Southwest trafficway; would give a more direct route from the rapidly expanding southwest section to the downtown district and would serve as a direct connection with Kansas highways converging in the Brush Creek district. Beginning at Tenth and Washington streets it would run south to Fourteenth street, southwest to Sixteenth street and Pennsylvania avenue, south to Twentieth street, southwest to Summit street, south to Schaefer avenue, southwest to Roanoke road at Westport avenue, on Roanoke road to Forty-third street and Madison avenue, thence south on Madison avenue to a connection with the south roadway of Ward parkway by a new bridge over Brush Creek.

5. Twentieth street-Baltimore avenue-Southwest Boulevard: wholly a matter of traffic relief. Twentieth street would be widened to eighty feet from McGee street to Southwest boulevard, to be used as a traffic feeder for north and south streets. Southwest boulevard would be widened to 100 feet from Baltimore avenue to Broadway. Baltimore avenue would be widened to eighty feet from Ninth street to Sixth street.

6. Fourth street; would furnish a wide connection between the Central Industrial district and the East Bottoms and Blue Valley district. Beginning at Madison street, Fourth street would be widened to eighty and 100 feet and extended to Lydia avenue, north over the Lydia avenue viaduct, to connect with trafficways in the East Bottoms.

7. Independence avenue; would be widened to eighty feet from the Locust street trafficway to Admiral boulevard at Highland avenue, giving a complete trafficway from Winner road to connect with the Sixty street trafficway and the free bridge to North Kansas City.

8. Manchester avenue; to furnish a direct connection from the Sheffield and Centropolis industrial districts with U. S. highways No. 40 and No. 50. This trafficway would begin at Seventeenth street, follow south on Manchester avenue to Twenty-third street, then over a new right-of-way to U. S. highway No. 40. It would be eighty feet wide.

9. Nineteenth street and Twenty-third street trafficway; beginning at Nineteenth and Main streets this trafficway would follow Nineteenth street to Woodland avenue, cross the terminal tracks diagonally at Twentieth street and Brooklyn avenue, thence east on Twentieth street to Indiana avenue, southeast to Twenty-third street and Cleveland avenue and east on Twenty-third street to the city limits. It would vary eighty and 100 feet in width.

10. Eleventh and Twelfth street trafficway; beginning at Oak street, Eleventh street would be widened to eighty feet east to Michigan avenue, where the route would be diagonally southeast to Twelfth street and Euclid avenue, east on Twelfth street to Van Brunt boulevard to a connection with Winner road.

11. Grand-Warwick-Oak street trafficway; beginning at Twenty-sixth street and Grand avenue, the route would be south on Walnut street to Twenty-seventh street, southeast to Warwick boulevard, south on Warwick to Twenty-eighth street, southeast to Twenty-ninth street and Grand avenue, south on Grand avenue to Thirty-first street, thence south to a connection with Warwick, following that artery to Armour boulevard.

12. Thirty-fourth street - Harrison boulevard; beginning at Gillham Plaza, Thirty-third street would be widened to eighty feet to Holmes street, thence diagonally to Thirty-fourth street and along Thirty-fourth street to Troost avenue. Harrison street would be widened from Thirty-fourth street to Armour boulevard to eighty feet,

13. Thirty-ninth street would be opened and widened to eighty feet from U. S. highway No. 40 at the east city limits to Oak street as a cross-town artery.

14. Westport avenue, Fortieth street and Oak street; in conjunction with the Thirty-ninth street project, this would complete a cross-town artery. Oak street would be widened from Thirty-ninth to Fortieth streets; Fortieth street would be extended east to Robert Gillham road and widened west of Oak street to Westport avenue.

15. Charlotte street; beginning at Fourth street, would be widened to eighty feet to Twenty-fifth street, forming a direct connection between the free bridge and the southeast trafficways.

16. Beardsley road; running along the west Bluffs from Bluff street to Seventeenth street would be widened to fifty-six feet for relief of traffic to and from the Central Industrial District.

17. Allen avenue; beginning at the east end of the Twenty-third street viaduct, Allen avenue would be widened to eighty feet and joined with the south end of Beardsley road at Seventeenth street,

18. Connection Between Fifteenth street and the Twelfth street viaduct; to extend the widened Fifteenth street from Baltimore avenue northwest to Fourteenth street at Wyandotte street, thence northwesterly to a connection with the upper level of the Twelfth street viaduct.

19. Brush Creek Bridges; New bridges spanning Brush Creek would be placed at Elmwood avenue, Brooklyn avenue, Forty-seventh street near the Paseo. Oak street, Mill Creek parkway and West Ward parkway near the state line. Bridges at Main street and Wornall road would be widened.

20. Sixty-third street; at Elmwood avenue, this project would run east over a new right of way, with a viaduct over railroad tracks and a bridge over the Blue River, to the city limits, where it would connect with a proposed county road, giving access from the south part of the city to U. S. highways No. 40 and No. 50.

21. Brush Creek Parkway; for paving and curbing Brush Creek Parkway from Brookside Boulevard to Prospect avenue and the resurfacing of Swope Parkway from Prospect avenue to Benton boulevard.

22. The Paseo; repaving and widening the roadway on the Paseo from Forty-seventh

street to the city limits.

23. Swope Park connection with Blue River road; a new road within Swope Park connecting existing roads with the new Blue River road the county court has built to the south park line, where it ends in a gully.

24. Mill Creek widening; covering the city's share of the cost of widening Mill Creek parkway from Forty-third street to Forty-seventh Street.

25. Twelfth street viaduct; including long needed repairs and the widening and rearranging of the west approach.

26. Hickory street approach to Inter-City Viaduct; a new approach to the viaduct with an improved connection at Ninth street.

27. Thirty-first street; beginning at Wyandotte street, Thirty-first street would be widened to eighty feet, east to Prospect avenue, to connect with an already widened street leading to U. S. Highway No. 40.

28. Walnut street viaduct; bond aid for a viaduct that would carry Walnut street over the Terminal tracks and extending from approximately Nineteenth street to the north edge of Washington Square to connect with Grand avenue south of Twenty-fourth street.

PROPOSITION 9.

Blue Valley Improvements \$1,000,000

The 1 million dollars provided for the Blue Valley in the Ten-Year bond program will lay the foundation for the building into reality the dream the late George E. Kessler carried with him all through his professional life—a series of beautiful parks, a system of drives and a clear, clean, unobstructed stream from Swope Park to the Blue's mouth.

Actually, the 1 million dollars will be used for flood protection, the first step necessary to the realization of the ultimate plan.

Entirely aside from the plan of beautification is the protection of the millions invested in the Blue Valley. In November, 1928, the Blue left its banks after heavy rains, swept through scores of industrial plants and drove hundreds of families from their homes. The bond proposal is to make a repetition of that disaster impossible.

Only in the Central Industrial district, many years older in development, is there a greater grouping of industries than in the Blue Valley. A survey made last year showed 19,341 employees on their payrolls, an annual payroll of \$20,267,000 and \$33,375,000

invested in land and buildings.

There is room in the district for many more industries, but the city feels it is unfair to invite industry to locate there until it is made safe from flood danger. That was the reason, when it became necessary to cut items in the bond program to the bone to bring them within the city's bonding limitations, the Ten-Year Plan organization held to the one item of 1 million dollars for Blue Valley improvement.

Half the money will be used to acquire right of way along the banks necessary to straighten and dike the stream. The other half will be used in construction work.

There are five places in the 14 1/2 mile stretch from Swope Park to the Missouri River where short-cuts are to be made, shortening the stream three and one-half miles. Computing the demands that will be made on the bed of the stream at flood tide, engineers have determined that the average width of the stream bed must be 200 feet and that it must have a depth of seventeen feet.

The straightening will be done between Swope Park and a point near Seventeenth Street. The circuitous route of the Blue in Swope Park will not be changed, engineers recognizing its beauty and that it would retard the flow of water in times of flood.

The plan of flood protection and the plan for beautification, which has been on Kansas City's maps of ultimate park and boulevard development for twenty years, do not conflict, Control of the banks with liberal right of way would be necessary for flood protection. Dikes would be required, The right of way and the dikes would work into the beautification plan, the former for park land and the latter for drives. The proposal is that eventually drives will be extended along the two sides of the Blue from Swope Park to connect with Cliff drive. The plan contemplates service roads also for the heavy traffic that will increase as industry develops in the district.

In 1912, engineers working under Mr, Kessler, then consultant of the park board, worked out complete plans for the engineering detail of the project, and flood protection was the first step,

PROPOSITION 10.

Water Supply Improvements \$3,500,000

Kansas City has an almost new and, as far as it goes, a modern water plant. The central supply plant was completed in 1928 at a cost of more than 11 million dollars. But

it still lacks many odds and ends; it still has not caught up with the population of the city and district it serves, and Kansas City still has hard water.

In the Ten-Year Plan bond budget, to be voted upon May 26, is an item of 3 1/2 million dollars, deemed necessary by water supply engineers to bring the plant and service lines up to the city's actual necessities and to provide the luxury of a water softening plant.

There are separate items in the water supply proposal that may be of greater importance, but there is not one that will come as near affecting the daily life of every man, woman and child in the city as the water softener. In the proposal is an item of \$550,000 for that purpose.

SOFT WATER POSSIBLE THEN.

For that amount of money Kansas City can cut its soap bill to the minimum, it can abolish the ring in the bathtub, it can revel in the luxury of soft water.

Before the Ten-Year Plan committee decided to put the softener in the program it corresponded with twelve cities where water softening had been in operation long enough to make possible an intelligent reply, and asked if they considered it worth while. All replied immediately and with the assurance that provision for water softening was one place where they got their money's worth.

The cities canvassed were Oklahoma City, Piqua, O.; Manhattan, Kas.; Defiance, O.; Lawrence, Kas.; Beverly Hills, Cal.; Magnum, Ok.; Oberlin, O.; Saginaw, Mich.; Fort Dodge, Ia.; St. Louis and Marion, O.;

Water supply engineers worked over the problem and placed figures before the committee to show that the people of Kansas City would save 2 million dollars a year in soap and clothing with the installation of a softener. They pointed to an enormous saving in plumbing bills incident to the formation of lime scales in coils and pipes.

NEW ANGLE TO WOMEN.

There were women on the committee and they saw an angle the men missed. They recalled the luxury of washing their hair in rainwater and contrasted it with the complicated procedure involved in a hair wash with present city water. They voted for the softener.

Every citizen now provides his own water softening, in the form of soap. Soap is the

most expensive water softener known. A pound of lime, should the city use the lime process, which costs cent, will soften more water than twenty pounds of soap. With a softener, the city at large would provide the lime, and the householder would be relieved of the cost of the soap.

The other items in the water supply proposal are routine requirements that will develop regularly and continuously as long as Kansas City supplies its citizens with water.

At the North Kansas City station, the source of supply, the requirements call for \$610,000. This figure includes an additional final basin, four new clarifier basins; chemical equipment and revetment of the river bank where the intake is located. STACK AND TWO BOILERS.

At the Turkey Creek station the total item is \$220,000 and includes a new stack, two new 600-horsepower boilers and a new header system and meters.

At the East Bottoms station the amount required is \$100,000 and includes one 24-million-gallon centrifugal pump, electrical equipment and a new header system.

There is an item of \$425,000 for concrete covers for the Holly Street reservoir, concrete covers for the Northeast reservoir and for miscellaneous betterments.

The final item is for 8-inch and larger feeder mains to the amount of \$1,595,000.

In making its recommendation the committee had not only the expert advice of water supply engineers who were among its members, but it had before it reports from the National Board of Fire Underwriters, the report of Wyncoop Kiersted, for years consulting engineer for the water department, and the report of Fuller & McClintock. The recommendation began as a much more pretentious affair, calling for the expenditure of many millions more, but it was whittled down week after week until it was agreed that the only item left not absolutely necessary was the water softener, the most desirable.

PROPOSITION 11.

Municipal Auditorium, Including Site, \$4,500,000

That was one of the few items that came up through the Ten-Year Plan committee without a change, everyone in the organization of 1,000 apparently recognizing its necessity. It was and is regarded as a civic investment, one that will return big dividends to the entire city.

It is proposed to acquire the entire block bounded by Thirteenth, Wyandotte, Fourteenth and Central streets, the block immediately south of the present Convention hall, as the site. The site virtually selected itself. Convention hall had demonstrated the practicability of that district, close to the retail, theater and hotel district, yet far enough outside of it to avoid congestion of its traffic.

It is proposed on that block to erect one building in which will be provided:

An exhibit hall, containing from 50,000 to 120,000 square feet of exhibit space.

One large arena, seating not fewer than 13,000 persons, to accommodate political, religious, fraternal and similar national meetings, as well as local gatherings.

A minimum of five smaller meeting halls, separated from the exhibit hall, but under the same roof, seating from 200 to 1,500 persons each.

Committee rooms separated from the other halls, seating from 50 to 100 persons each.

Such a building as has been outlined can be built with the funds provided for in the bond issue, and just such a building is absolutely necessary if Kansas City is to continue as a factor in competition for national, or even sectional, conventions.

Other cities comparable to Kansas City, its competitors for national gatherings, have or are providing such facilities. Here is what the convention bureau of the Chamber of Commerce has to meet with Kansas City's antiquated Convention hall when it bids for a national gathering:

Philadelphia, hall completed this year \$ 6,000,000

Detroit, bonds voted 5,500,000

Chattanooga, completed 2,000,000

Cleveland, completed 9,000,000

St. Louis, bonds voted 5,000,000

St. Paul, completed this year 3,000,000

San Francisco, completed 6,000,000

New Orleans, completed 3,000,000

Minneapolis, completed 3,200,000

Seattle, completed. 2,000,000

Memphis, completed 3,000,000

San Antonio, completed 2,000,000

Atlantic City, completed 12,000,000

Pittsburgh will vote this year.

Indianapolis bond campaign on.

The question of civic pride is involved, of course, but back of that is a much more substantial reason for voting bonds for a municipal auditorium. Conventions put cash in Kansas City pockets. First, of course, it goes to the hotels, the theaters, the restaurants and to the retail merchants, but in their employment of labor and their purchase of supplies it finds its way into the current of Kansas City's business life and distributes itself generally. Certainly, if the convention goes to another city, Kansas City's population gets none of it.

Not long ago the convention bureau chose twenty conventions of all types which it had registered, and selected at random 3,500 names. A questionnaire was mailed to each name asking the approximate amount spent by the delegate while in Kansas City.

The total number replying to the questionnaire was 982 and the average amount spent was \$130.57. In the 10-year period from 1920 to 1930 there were held in Kansas City 2,388 conventions, with a total attendance of 863,974 persons. On the basis of only \$50 each, those visitors left in Kansas City a total of \$43,198,700, or an average of more than 4 million dollars a year.

Many of the conventions referred to above will not return to Kansas City unless more adequate facilities are provided. Some of them already have pulled away to cities offering modern auditoriums. Others are threatening to go elsewhere.

The Western Implement Dealers, the Southwestern Lumbermen and other organizations of that character are having great difficulty because of lack of combined meeting place and exhibit facilities. The bureau is unable to obtain many organizations that would come here gladly, because of the central location, if adequate facilities were offered. Among the latter organizations, which have letters on file with the Chamber of Commerce, are the American Dental Association, the American Hospital Association, the American Medical Association, the National Education Association, the Laundry Owners' National Association, the Memorial Craftsmen of America, the National Safety Council, the National Restaurant Association and others of similar type.

The attendance at the conventions listed averages more than 5,000. Kansas City could have had virtually all of them this year if it could have offered satisfactory facilities. Knowledge of these conditions was responsible for the total lack of opposition all through the formation of the Ten-Year Plan to the item of 4 1/2 million dollars for a public auditorium.

PROPOSITION No. 13

Sanitation and sewers \$1,500,000.00

(to come later)

PROPOSITION 13.

Airport Improvements \$500,000

No other city in the United States has a municipal airport as close to the heart of its business district as Kansas City. Without foresight or intention, a great city spreading itself out in every direction, left unused and as waste ground the one choice location in all its environs for an airport- 600 acres of perfectly level grounds, five minutes by motor car from the hotel district.

That was Kansas City's second point of good fortune in connection with the development of aviation. Its first was the thing that made Kansas City a great city, its geographical location. Aviation interests quickly recognized Kansas City as the arterial crossroads of the nation, just as did the railroads in an earlier day. The city's location with relation to the east and west coasts accounts in a large measure for the rapid development of air lines passing through and radiating from it.

BIG SHARE TO BENEFITS.

With the natural advantages due to its central location and with the added advantage of an almost perfect municipal airport from standpoint of accessibility, Kansas City looks forward to sharing largely in all of the benefits that will come to the country through the development of aviation. But at no time have city officials or aviation interests here fooled themselves into believing nothing more was needed at the airport. Rather, the raw land was seized when it could be had and developed as money could be pinched out, in order to avoid being passed over in national aviation expansion. That was accomplished on a shoestring. And now, as a part of the Ten-Year Plan, it is proposed to do some of the things that would tend to make Kansas City's place in aviation secure.

When the bond program is submitted May 26 there will be just one item, of 1/2 million dollars, for airport improvements. But the Ten-Year Plan committee that worked out the item has filed with the city government the details that make up the total.

PART FOR DIKES AND GRADING.

There will be \$365,000 for dikes and grading. As every citizens knows the airport is in the great bend of the Missouri River and in times of flood parts of the land utilized have been under water. True, the tract has been graded and leveled over most of its surface and the general level of the runways raised, yet there remains a flood menace. It is proposed to dike it and to finish the grading, the present investment is jeopardized as long as the airport is without dikes.

There will be \$20,000 for an underpass for vehicular traffic from the Hannibal bridge and other traffic arteries, under the railroad tracks and to the field. The present underpass is narrow and has proved wholly inadequate in times of special activity at the port.

The bonds would provide \$30,000 for lighting. All the electrical wiring would be placed in underground conduits. A signal system approved by the department of commerce would be installed.

A CIRCLE OF LIGHTS.

It would consist of a circle of red and green lights, with a red and green signal light in the center, all controlled from the signal tower. Neon light would be installed at the corners of the runways, definitely directing pilots to and along the run ways.

There will be \$50,000 for an extension of the airplane taxi lane to the north line of the field, making possible further use of land for the erection of hangars.

There will be \$35,000 for a new office building. It would provide office quarters sufficient for twenty air lines. It would be a combination office and terminal building, affording additional hangar space.

The city's present investment at the airport is approximately 1 1/4 million dollars, and the 1/2 million proposed for improvements is regarded chiefly as protection for that investment and for the city's place in aviation.

CLOSER THAN THE OTHERS.

So nearly is the Kansas City Airport in the middle of things, that from the upper

windows of any of the city's taller buildings one looks almost down upon the port. It is only twelve minutes from the union station. The airport at Dallas is next nearest, twenty-five minutes from the central business section. It requires an hour by taxicab from the St. Louis central district to the municipal airport, fifty minutes at Chicago, forty-five minutes at New York, forty-five minutes at Cleveland, fifty minutes at Detroit and thirty minutes at Tulsa.

Col. Charles A. Lindbergh, landing on the municipal airport, said;

"In no other American city in which I have visited has there been an airport located with such ideal accessibility to the business district. With physical development, which no doubt will be made, the field will go a long way toward making Kansas City one of the greatest air centers of the country."

PROPOSITION 14.

Underpasses, street signs, safety islands and safety zones \$200,000.00

(to come later)

PROPOSITION 15.

Brush Creek \$1,000,000.00

(to come later)

PROPOSITION 16.

Garbage and refuse Incinerator \$1,000,000.00

(to come later)

PROPOSITION 1.

City Hall and Site \$4,000,000.00

It is doubtful if any citizen, visiting the city hall in the last ten years, has failed to sense that the structure is improperly placed, that it is inadequate and that it is totally unsuited to the needs of a modern city. Certainly no citizen, in recent years, has taken pride in displaying it to visitors.

It was built forty years ago, when the business district centered around Fifth and Sixth streets, when Kansas City had a population of 132,000, and when its south city limits were along Thirty-first street. It was built for that day and for the needs of that population. The city has outgrown it in every way.

Besides the city departments, it houses the police department and the police

"holdover." When it was built the jail was not called upon to handle more than 15,000 prisoners annually. Last year 49,890 persons were arrested and a large proportion of them passed through the "holdover." Of that holdover August Vollmer, police expert who made a survey of Kansas City's police department, said:

"The holdover is a disgrace. The principal part is in the basement, but additions have been made on two other floors. Some of the cells have water and sewer connections, but these are unfit for human habitation and inadequate. The women's holdover is as bad."

Of the North Side courtroom, also housed in the city hall, Chief Vollmer said;

"It is housed in the basement adjoining the holdover. The room cannot help but destroy respect for law and law-enforcing officials. A new police headquarters is badly needed."

There is another angle involved that would go a long ways toward recompensing taxpayers for the cost of a new City hall, and that is the safeguarding of records it would cost millions of dollars to reproduce. If the city Hall should be destroyed by fire, all records of underground services, sewer and water, would be lost and it would be necessary to dig blindly in making repairs, piling up costs indefinitely.

Insurance companies regard the city hall as a firetrap. Otherwise the rate would not be \$1.82 on the \$100 valuation, as against 16 cents, for instance, on the new Scottish Rite temple at Linwood boulevard and the Paseo. Those are rates supplied by the Missouri Inspection Bureau. The city pays \$10,000 a year for fire protection on the city hall in the form of insurance premiums.

The city pays \$18,572 a year in rentals on quarters for city departments outside of the city hall because the structure does not supply sufficient space. In ten years that would amount to \$185,720, or 4.5 per cent interest on the 4 million dollars in bonds it is proposed to vote for both building and site. In ten years the saving in insurance premiums, approximately \$60,000, would amount to 4.5 per cent interest on \$1,333,333 in bonds.

The saving in rentals and insurance would more than pay the interest on the bonds proposed, actually providing something for the payment of principal.

With the 4 million dollars it is proposed to purchase a site somewhere between Eighth and Twelfth streets, preferably in the neighborhood of Junior College, and erect thereon

a fireproof building of modern design, sufficiently large to accommodate all the city's official activities for many years to come.

Although the courthouse will be dealt with separately, if bonds for both the city hall and courthouse are approved, they will be located in close proximity to each other, forming a convenient, safe and modern center for the conduct of the city and county business.

PROPOSITION 12.

Sewers and Sewer Pumping Station \$1,500,000.00

PROPOSITION 15.

Brush Creek Improvement \$1,000,000.00

The subcommittee in the Ten-Year Plan organization developed a great sewer program, which had to be slashed right and left to bring it within the requirements imposed by the city's bonding limitations. It was based on engineering data showing the city's future needs and will stand as a guide to future development. But along with other committees, that committee was compelled to accept a sewer program sufficient only to take care of absolute necessities. Four projects proposed were regarded imperative and they passed through the ten-year sieve:

Extension of the Town Fork storm and sanitary sewer from Sixty-third street and the Paseo to Fiftieth street and Cleveland avenue.

Purchase of land and straightening the Blue River from the end of the Blue River sewer 1-1/2 miles to the Missouri River and the cleansing of the channel to eliminate present pollution by sewage.

A new sewage pumping station to take care of the district bounded by the Paseo, Benton boulevard, Twelfth street and the Missouri River.

Miscellaneous sewer improvements, \$50,000.

One of the items that had been eliminated by the Ten-Year Plan committee as something that could wait was the improvement of Brush Creek from the end of the Brush Creek sewer to the Blue River. It was put back into the bond program by the city council after the plan had left the civic organization, and 1 million dollars was allotted to it.

That section of Brush Creek is an open sewer. In times of rainfall it operates in a fairly

satisfactory manner, but in dry weather the polluted water collects in pools, becomes stagnant and creates odors and insanitary conditions over a large area. The creek bottom is the natural drainage outlet for approximately 10,000 acres of the city, extending from Linwood boulevard south to Seventy-third street.

The bond money proposed would make it possible to straighten the stream, eliminate the holes where sewage collects and provide a rapid flow to the Blue River. Concrete would be used on banks and bed to remedy conditions.

PROPOSITION 14.

Street Signs, Underpasses, Safety Islands
and Safety Zones \$200,000.00

To make streets safe for pedestrians and street car riders — underpasses near schools for the protection of children, raised platforms in wide street intersections and street car safety zones - an item of \$200,000 has been placed in the Ten-Year bond program.

The improvements proposed are based upon the report of Dr. Miller McClintock, recognized authority on traffic control, who made a complete survey of traffic conditions in Kansas City less than a year ago.

UNDERPASSES NEAR SCHOOLS.

Underpasses through which children and other pedestrians may pass entirely free of traffic dangers will be constructed near schools at Linwood boulevard and Highland avenue, Fifteenth street and Winchester avenue, Eleventh and Holmes streets, Fifty-third street and Troost avenue, Sixty-third street and Brookside boulevard, also near Mercy hospital and St. Luke's hospital.

Concrete-raised platforms will be constructed in 420 street car safety zones.

Concrete-raised safety islands, 500 of them, will be constructed at wide and congested street crossings in various parts of the city.

No record has been kept in Kansas City of the total number of deaths and injuries traceable to the absence of such safety devices. But no table of statistics is necessary to convince parents of the traffic dangers that menace their children on the daily trips to and from certain schools.

URGED BY SAFETY COUNCIL.

The Safety Council, which led in urging the safety item in the Ten- Year Plan, put on file this statement;

"Underpasses have been installed in New York and Chicago with marked improvement in safety. Need for them is very evident. The Ten-Year Plan provides for only a few of them, those being at schools and hospitals.

"Raised safety zones have been adopted in Los Angeles, Chicago, Cleveland and many other large cities. The increased safety is shown by the installation at Linwood boulevard and the Paseo. It has been demonstrated that traffic buttons do not adequately protect safety zones. The driver who, for any reason, blameful or otherwise, fails to see the traffic buttons, drives into and through the safety zone and, before he can stop, the damage is done. The plan is to raise the safety zones and provide a streamline barricade so as to give complete protection to persons waiting for street cars over the entire city."

A part of the \$200,000 would provide for new street signs all over the city to replace the antiquated signs now in use.

PROPOSITION 16.

Garbage and Refuse Incineration \$1,000,000.00

Originally there was an item for garbage and refuse incineration in the Ten-Year Plan. A subcommittee worked faithfully assembling data from many cities on approved methods of handling the problem. It reached the conclusion, and submitted a report to that effect, that the burning of garbage and other accumulations of refuse was the only satisfactory solution of that civic problem.

Then came the heart-breaking pruning process applied by the executive committee to bring the 70-million-dollar program the subcommittees had prepared within the city's limited bonding limits. The incinerator went by the board as one project that was not demanded immediately.

THEN REINSTATED.

It was after the Ten-Year Plan went to the city council that the incinerator item was reinstated and 1 million dollars added to the total bond program for that purpose. The annual garbage controversy was in progress, the feed-making process had broken down

and the garbage collector was proposing to feed garbage to hogs.

Ultimately, it is recognized by everyone who has studied the problem, Kansas City will be forced to the burning of garbage. Apparently there is no other satisfactory method of disposal. When that time comes the city also will take over the collection of all kinds of rubbish for which the householder now pays weekly or monthly. He will be relieved of that expense, because it is necessary to have that combustible rubbish to burn garbage economically.

A SAVING TO HOMES.

If the bonds are voted, sometime within the next ten years an incineration plant will be built. Through being relieved of the cost of regular rubbish removal, the householder probably will save considerably more than his share of taxes for the million dollars in bonds proposed. The same will be true of apartment house owners and the operators of business houses.

Kansas City has lagged behind in this service to its citizens. Not all of the larger cities have incinerators, although the trend is distinctly toward incineration of garbage and rubbish, but the free collection and disposal of garbage and rubbish have become almost universal.

In these cities the city government collects and disposes of all household rubbish in addition to the garbage, which alone is collected in Kansas City:

Indianapolis,	Milwaukee
Baltimore	Salt Lake City
Denver	Jersey City
Cincinnati	Atlanta
New Orleans	New York
Detroit	Seattle
Philadelphia	Cleveland
Chicago	Pittsburgh
Buffalo	

In all of those cities, and probably others, the householder escapes the cost of week-after-week rubbish removal. In Kansas City he pays that cost and in a year it mounts into quite a sum. Bonds for an incinerator would forever eliminate that household

expense and would end in a satisfactory manner the apparently perpetual garbage controversy.

No site for an incineration plant has been determined upon. The million dollars proposed is regarded as sufficient for a site and a plant of sufficient capacity for many years to come.