

Comprehensive Endnotes for *Central Park, An American Masterpiece* by Sara Cedar Miller, Harry N. Abrams, Inc., New York, 2003.

Note: Online additions to the text are in **boldface** type.

CHAPTER 4

1. The commissioners request that Olmsted recommend modifications to his design “arising from other plans exhibited or from his own reflections,” BCCP, *Minutes* (May 13, 1858), 23–24. See BCCP, *Documents of the Board of Commissioners of the Central Park for the Year Ending April 30, 1859* (New York, 1859), doc. no. 3, and BCCP, *Minutes* (May 27, 1858), 52, for Olmsted’s replies: **The next day Olmsted, in a note to the commissioners, defended his plan, stating “many very interesting and artistic conceptions that are not introduced in plan 33 are, without doubt, to be found in the other plans exhibited, but they do not it is believed contain any desirable feature of prominent importance that is not already provided for in plan 33,” *Forty Years*, 49. A few days later, he explained in another letter to the board that he expected the Greensward plan to be “modified as a mature study of the needs of the public may seem to you desirable.”**

2. See BCCP, *Minutes* (May 18, 1858), 38–39, and (May 24, 1858), 44–47, for Dillon’s proposed amendments. *The New-York Daily Times*, May 13, 1858, 10, although strongly supporting the Greensward plan, also complimented many other plans, coincidentally no. 26 by Howard Daniels, who had proposed the single straight avenue favored by Dillon and Belmont. The printed text that accompanied the exhibition of the thirty-three plans are bound into one volume, *Description of Plans for the Improvement of Central Park*,

(New York, 1858), in the New-York Historical Society; **A second copy with penciled annotation — believed to have been owned by Dillon—is on microfilm in the New York Public Library;** see also *The Park and the People*, note 38, 553–54.

3. See *Description of Plans*, no. 22; Rob[er]t. J. Dillon and August Belmont, *New York Herald*, June 7, 1858, 1. **In designing the Mall in Washington, D.C., Downing and Vaux planned a suspension bridge. In 1872 Vaux built a suspension bridge for Trinity Cemetery in the Bronx. Only three years before the design competition, the first railroad suspension bridge had been built over the Niagara River by John Roebling, the future designer of the Brooklyn Bridge. Furthermore, the Rothschild family, the most powerful banking entity in the world, was financing these new railroad initiatives, and Belmont, the Rothschilds’ American representative, might have had a personal financial interest in the new technology;** see David Black, *The King of Fifth Avenue*, (New York, 1981).

4. Dillon and Belmont, *Herald*, 1.

5. *Description of Plans*, [Samuel Gustin], “Explanatory Notices of a Design for Laying Out the Central Park,” entry no. 30, 7.

6. **“It will be perceived that no long straight drive has been provided on the plan; this feature has been studiously avoided, because it would offer opportunities for trotting matches. The popular idea of the Park is a beautiful open green space, in which quiet drives, rides, and strolls may be had. This cannot be preserved if a race-course, or a road that can readily be used as a race-course, is made one of its leading attractions.”** See, *Description of Plans*, “Greensward,” 35.

6A. Determined...newspapers,” Dillon alludes to his sketch for his plan of the separation of ways, but it was not reproduced in the newspaper articles and has not come down to us in any other medium. See *The Park and the People*, 218 for a detailed description of Belmont’s daily carriage rides through the Park.

6B. Peter B. Wight, author of an article in the October, 1863 issue of *The New Path* (73) noted that “much popular clamor has been made about the number of bridges, but time will show . . . that all of them are necessary.” Though there is no further explanation, Wight’s statement implies that the public was concerned perhaps about their expense or that they misunderstood their importance for public safety.

7. BCCP, *Seventh Annual Report* (1863), 38.

8. After only a few years in the Park, the sale of the sheep and their wool brought in \$1492.49. As Cook wrote in his 1869 guidebook, “these sheep make most excellent mutton, and produce the best of wool, so that their utility fairly balances their good looks; besides which, they keep the lawn in the best condition by constant cropping and manuring,” BCCP, *Twelfth Annual Report* (1868), 35; see also Cook, *A Description*, 194–95.

9. By 1911, the Traffic Squad of the New York City Police Department was permitted to hold an exhibition and review drill on the Sheep Meadow, while thousands look on. In 1917 a captured German submarine, the UC-5, was transported to the Sheep Meadow along with a British tank in order to arouse interest in the World War I Liberty loans. Harry Truman’s 1945 Navy Day speech on the Meadow was the first televised presidential press conference.

10. *New York Tribune*, May 5, 1933.

11. FLO & CV, “A Consideration of Motives, Requirements and Restrictions Applicable to the General Scheme of the Park.” Letter I, Jan., 1872, *Forty Years*, 250.

12. FLO, “Superintendent of Central Park to Gardeners,’ c. 1873, *Forty Years*, 358.

13. The stream was once part of the landholdings of two early Dutch settlers, Hendrick and Isaac De Forest, who were the first Europeans to settle in the upper area of Manhattan, arriving with the Dutch West India Company in 1637. They recognized the rich soil in the East Harlem area and began to develop a tobacco “bowerie” or farm in what became the village of Harlem. When Dr. Johannes de la Montayne married Isaac’s widow Rachel de Forest, the landholdings became known as Montayne’s Flats, the stream that ran across the land took the name Montayne’s Rivulet, and the abundant natural spring gushing from the rocks near the third cascade was known as “Montayne’s fonteyn.” Edward Hagaman Hall, *McGown’s Pass and Vicinity* (New York, 1905), 9. See also, James Riker, *Harlem (city of New York): its origin and early annals*, (New York, 1881).

14. *Description of Plans*, “Greensward,” 232.

15. Gustin suggested, “throwing a drain across McGowan’s Pass. The lake contains about five and a half acres and in nearly thirty feet deep in the deepest part. Several perennial streams empty into this lake, as also the waste water from the new reservoir. It will hold an immense quantity of water, which may be used for irrigating the park.” See *Description of Plans*, “Explanatory Notes of a Design for Laying Out the Central Park, no. 30,” 11; or, those by entries nos. 15, 22 or 27 (Howard Daniels). BCCP, *Minutes* (May 24, 1858), 46.

16. The conservatory was to be paid for and managed by the owners of a Long Island (now Queens) nursery and family of Samuel Parsons, the landscape architect who became the future successor to Calvert Vaux. A rendering by either Vaux or Mould of the structure first appeared in the BCCP, *Fifth Annual Report* (1861), 47, and was republished in the DPP, *First Annual Report* (1871), 25, as a different drawing by Mould. **The design of their conservatory closely copies the famous Palm House at Kew in Richmond, designed by Decimus Burton and Richard Turner in 1844-48.**

17. FLO & CV to H.G. Stebbins, Letter I, *Forty Years*, 251–52.