war, the city in June, 1919, purchased the 5½ acres in Riverside, now known as Memorial Park, for $125,000. This land had already been bulkheaded along the riverfront and filled in by private parties, by pumping in sand from the river, for development purposes. The preliminary improvement of the park began in October, 1922, when soil to raise the level and furnish a body for the planting was hauled in and oak trees planted. The walks were laid and the memorial gates built in the winter of 1923-4. The landscaping was done in the following spring at a cost of $10,000.

Willowbrook Park.—In February, 1916, the Council passed an ordinance for the purchase of about 14 acres along Willow Branch in Riverside for park purposes. The Mayor vetoed the ordinance because of the prevailing business conditions of the country, but the ordinance was eventually passed over the Mayor's veto and the land was purchased for $36,000. About two acres adjoining, and the narrow strip to the St. Johns River were acquired soon afterward. The park is maintained largely in its natural state, only the underbrush having been removed. The azalias were planted in the spring of 1924 and were a gift to the city from Harold H. Hume; in time these may become a rival of those in the famous azalia gardens of Charleston.

Including the foregoing prominent parks, the city of Jacksonville owns in parks, playgrounds, and park lands a total of approximately 278 acres.

Municipal Docks and Terminals

Little by little private corporations acquired control of the docking facilities at Jacksonville until this feature of the port was entirely in their hands. Becoming alarmed at the situation the Jacksonville Board of Trade in 1912 paid the expense of a special session of the Legislature in order to have passed an enabling Act for a bond issue to construct municipally owned docks and terminals. The Act was passed; the question was submitted to the voters, and a bond issue of $1,500,000 was authorized. A Port Commission composed of 15 local citizens was elected to handle the expenditure of this money.

The Port Commission perfected its organization early in 1913. Several months were consumed in adopting the type of terminals to be constructed and in selecting a site for