Wichita Beacon
Wednesday, January 5, 1887
page 4. Meeting of stockholders of the Kansas Midland Railroad was held yesterday. Board of directors listed. Right-of-way for the first 100 miles is now being secured.

Thursday, January 6, 1887
page 1. Article describes in detail the new residence soon to be built in Riverside for J. O. Davidson. Mr. Alfred Gould is the architect. It is of Romanesque design and will cost $25,000. To be heated by steam and have gas lighting.

Friday, January 7, 1887
page 4. Beacon reporter was shown today the south half of the new map of Wichita prepared by Mr. E. Wiggins over the past several months. It is being sent tonight for publication and copies are expected back by the first of next month. Details.

The fire department will move into its new building on Market street next Monday.

Saturday, January 8, 1887
page 4. Article describes the Bitting Brothers new four story building and store at Market and Douglas, the construction of which began last July. Details.

Tuesday, January 11, 1887
page 1. Yesterday Hose Company No. 1 moved into its new headquarters in the almost completed city building on North Market street. Description.

Wednesday, January 12, 1887
page 1. Article describes the plans drawn by Proudfoot and Bird for the new Female Seminary to
be built under auspices of the Congregational church. Details (i.e., Fairmount).

4. The second division of the Tremont house is now on wheels and starts today for its new quarters. The advance guard is already snugly ensconced.

Some parties intent on speculation are casting covetous eyes on the German Methodist Episcopal church property on the southeast corner of Emporia and 1st street.

Thursday, January 13, 1887

1. The Riverside addition is attracting large numbers of our citizens who are looking for good residential property. Mr. J. O. Davidson reports the sale of $70,000 worth of lots there in the past ten days, all to Wichita men.

4. E. W. Wiggins has forwarded a diagram of the southern section of the city to Chicago for lithographing and will have the section north of Douglas avenue ready to send in a few days. He expects the map to be ready for delivery in about two weeks.

Saturday, January 15, 1887

1. Long article summarizing current building projects in Wichita.

4. List of churches includes United Brethren church at corner of Washington and Prince streets.

The Eagle’s eagle has been placed in position at the apex of its tall tower and is a fowl of high degree. It was constructed in Ohio and appears to be possessed of screaming abilities.

A plat of Dr. Amidon’s addition will appear on the new map.

Monday, January 17, 1887

1. Article reports progress with the Rock Island line. Details.

Article complains about delays in completing the approaches to 2nd street bridge over Chisholm creek. The bridge itself has been finished for some time but is unusable until the approaches are completed.

Tuesday, January 18, 1887

1. To accommodate the public, Major E. H. Powell, superintendent of the street car lines, will put on additional cars in the evening. Commencing tonight cars will leave the Santa Fe depot on Douglas at 9:40, 10:20, 11, and 11:40 and be run to the corner of Oak and 5th. On Sunday evening cars will start from Topeka and Douglas at 9:20.
Wednesday, January 19, 1887

4. The last division of the Tremont is now enroute to its new quarters.

Messrs. Gould and Terry, the architects, have entered into a partnership and on February 1st will occupy offices in the Bitting building.

Thursday, January 20, 1887

1. Mr. J. H. Richards, vice-president of the St. Louis, Ft. Scott, and Wichita Railroad was yesterday appointed receiver of the road by the United States Circuit Court on petition of the bondholders of the road.

The 13th street bridge is progressing favorably about one-third of the length of 800 feet having been completed.

Friday, January 21, 1887

1. The sensible conclusion of the Garfield Post Association to convert their roomy hall into a cozy opera house has been carried out, and the house will be formally opened on Tuesday evening next with the comic opera, Robert McCaire, adapted to the music of Ermine. ¶The auditorium will seat 650 (and on four occasions before the large, modern stage was put in, held 1000 people).

Saturday, January 22, 1887

1. List of church services in Wichita -- shows United Brethren church at corner of Washington and Prince streets.

Long article summarizing real estate transactions in Wichita the past week.

4. The directors of the Ladies’ Benevolent Home and Hospital have accepted the generous donation of a plot of ground, worth $1500, from Mr. Peter Getto, and intend to immediately build thereon a permanent Home and Hospital.

Monday, January 24, 1887

1. Messrs. Proudfoot and Bird have on hand plans for a $5000 residence to be built in the spring by Mr. Rutan on College Hill.

The magnificent establishment of the Wichita Mercantile Company on Market street is now all enclosed.

Wednesday, January 26, 1887

page
4. Report of the formal opening last night of the Garfield Opera house (at 1st and Water), which has been remodeled from the old Garfield Memorial Hall. Details.

Long article describing Riverside addition and houses being constructed there. Says J. O. Davidson residence is to be constructed of variegated Dunroath sandstone.

**Thursday, January 27, 1887**

1. The connection between the Wichita and Colorado and the Kansas and Colorado Railroad lines at Hutchinson will be completed tomorrow.

*Beacon* asks again why the 2nd street bridge is not yet completed. The bridge itself has been finished for some time, but the approaches have not been touched.

4. The Motor Line or Rapid Transit company is making preparations to complete the plans of the same and will ask the city council for a franchise at an early date.

Major E. W. Wiggins has received notice from his Chicago publishers that the map of the south half of Wichita will be forwarded on Saturday. He has the north half almost completed and would like the plats of the new additions sent in at once.

The stone and brick work of the three stories of the first wing of the Catholic Ladies’ Seminary, on the northwest corner of Smithson’s addition to West Wichita, are completed, and carpenters are now working on the mansard roof.

**Friday, January 28, 1887**

1. The YMCA are now having the excavating done on the site of their future building.

The old Tremont house, renovated, will be open again about the 10th of February.

**Saturday, January 29, 1887**

1. Article reports real estate transactions the past week. The New York store, Main and Douglas, was sold for $50,000.

**Monday, January 31, 1887**

4. Mr. O. C. Daisy returned Saturday and said he had purchased six of the most improved sprinklers to be found in the country. He got four at South Bend, one at Cincinnati, and one at St. Louis, so that our dusty troubles may now be considered over.

Notice: The Griffenstein Sand Bank is now open to the public; entrance on 10th street. Tickets for sale at Bank.
Friday, February 4, 1887

1. Mr. O. H. Bentley is now spending his entire time in buying up and settling for the right-of-way of the Kansas Midland Railroad between here and Lyons.

Saturday, February 5, 1887

1. Summary of real estate transactions the past week.

   A company of our heavy capitalists have organized a street railway company and made all arrangements for a franchise. They are now looking up the best motor power to be used. Details to be announced shortly.

   Mr. J. O. Davidson and a syndicate of eastern capitalists have purchased 500 acres in the northern suburbs for $200,000, apparently between 25th and 29th streets (?) and with western boundary at Lawrence avenue (?)..

Tuesday, February 8, 1887

1. The directors of the Wichita Ladies’ College met Saturday evening and determined that the name of the institution should be changed to that of Fairmount College. Yesterday it was further decided that the main building would be located on the brow of the hill facing west on Hillside avenue, with 17th street on the south. The 40 acres south of 17th street will be platted in conformity with contiguous additions and the lots placed on the market.

   The Beacon last week made mention of the incorporation of a rapid transit company, with Henry Schweiter, C. S. Eichholtz, D. P. Alexander, A. P. Deming, J. F. Sherman, C. Teter, and W. A. Richey as incorporators. ¶ A charter was granted last week, and yesterday the company organized with officers for following year: D. P. Alexander, president; C. S. Eichholtz, vice-president; Henry Schweiter, Treasurer; and J. F. Sherman, secretary. Capital stock is $100,000, and a franchise will be petitioned for.

   E. C. and L. R. Cole have chartered a special train to leave Douglas avenue at 10:30 on February 23rd to take people to their auction sale of lots in the new addition to north of Carey Park on Arkansas avenue. There will be three coaches and the train will cost Mr. Cole $100 (returning at 3 p.m.).

Wednesday, February 9, 1887

1. Description of residence to be built by N. F. Niederlander at corner of Lawrence avenue and Oak street.

   The Savings Bank of Wichita, organized on January 13th last, will on March 1st occupy the Ferrell building, 130 North Main. William Mathewson is president. Directors listed.
Mr. H. L. Smithson has bought lots on North Waco between 11th and 12th and will soon erect an elegant residence there.

4. The finest piece of draughtsman’s work we have seen for a long time is the map of Wichita lately completed by Messrs. Wiggins and Smith of this city. It has just been lithographed in Chicago, including all the latest additions, from Douglas avenue to the south township line and taking in about six miles east and west. Each lot is clearly numbered, and all railroads, both existing and proposed, are shown. The map of the south part of the city is now out and that north of Douglas will be here soon.

Thursday, February 10, 1887

1. A request for a franchise for a street railway will be presented to the council by Mr. J. O. Davidson and others, the motive power to be either electricity or a cable, and the line to run from Market and Douglas north to Oak, and west on Oak to Riverside addition, thence west on Franklin avenue and north on Coolidge to 13th street.

Friday, February 11, 1887

1. Forty acres have been donated on the West Side, just one mile south of the Sisters Academy, and will be the location of the new Catholic Brothers Academy. Details.

Directors of the Wichita Union Stock Yards company yesterday elected Mr. J. O. Davidson president and appointed a building committee to plan and build the yards as soon as possible.

Monday, February 14, 1887

3. Advertisement: North Main Street Cars: First car leaves car house on Wichita street at 6:10 a.m. and swings at Douglas avenue and goes north, which will enable workmen to get to Carey’s Park at 6:55 a.m. Second car leaves car house going south at 6:20 a.m. Third car at 6:40 a.m., going south, and every 20 minutes during the day. Last car leaves Douglas avenue going north at 9:20 p.m. and going south at 8:50 p.m.

4. The 40 acres south of Rochester avenue and east of the present terminus of the street car line will be put on the market today as the Rock Island 3rd addition, with 136 lots.

Friday, March 4, 1887

1. Description of plans for Fairmount College building. Details. Excavation to be commenced on Monday.

4. Four carloads of iron and several of ties for the Kansas Midland Railroad arrived yesterday.
Mr. T. C. Hughes, chief engineer of the new electric railway, says the contracts for the construction of the road have all been let and the material has been ordered.

Saturday, March 5, 1887

1. Description of the large new building of the Wichita Wholesale Grocery Company on South Market, built by Messrs. Root Brothers and Richards. The company opens the new building next Monday. Details.

Summary of the week’s real estate activity.

Monday, March 7, 1887

1. Work started today on construction of the Kansas Midland Railroad, the first 100 miles from Wichita to Ellsworth now being under contract to T. K. McLean and others.

Tuesday, March 8, 1887

1. Messrs. William Griffenstein, M. C. Campbell, B. H. Campbell, J. O. Davidson, G. M. Dickson, N. A. English, W. K. Carlisle, H. G. Lee, H. G. Toler, G. L. Rouse, and J. H. Blackwelder have purchased the franchise and charter of the Wichita City Railway company, paying Major Powell $100,000 for his half interest. Mr. Campbell retains a great part of his interest by taking stock in the new company. It was only this afternoon that the terms were arranged, the papers made out, and a cash payment of $300,000 made. Most of these gentlemen are connected with the Mascot Street Railway Company, which was lately organized and for which a charter was granted, but it has not yet been decided whether this charter will be used or a new one obtained. The company will be organized tomorrow with a capital of $1,000,000. It expects to lay ten miles of new track at once, and the first extension will probably be on the West Wichita line and will run out to Martinson’s addition.

Actual track laying for the Kansas Midland began this afternoon. Eleven car loads of large, first class steel rails are now here for this road.

4. 4th avenue is being badly cut up with the cutting for the street car line.

Thursday, March 10, 1887

1. The Wichita City Railway company reorganized this morning with the following officers:
   - G. L. Rouse, President
   - B. H. Campbell, Vice-President
   - J. O. Davidson, Treasurer
   - W. K. Carlisle, Secretary
   - G. M. Dickson, Manager

Mr. Dickson took charge of the company’s office last night after the final settlement of
the purchase.

Friday, March 11, 1887

1. First regular meeting of the board of trustees of the Judson University was held yesterday. Details. ¶ It was decided to accept the large donations offered in the south part of the city as the site for the university. The spot chosen is known as the “Beal Donation,” being 30 acres on the southwest corner of the intersection of Hydraulic and Franklin avenues. It is smooth, with a gentle slope toward the city. The location is easily accessible. Already the street cars run down Washington avenue to within about a hundred rods of the site and will be extended as soon as required.

The Missouri Pacific has taken control and is operating the line from Geneseo to Hutchinson.

The Rock Island Railroad company has lately been purchasing all the land it can lay its hands on along Mead avenue between Douglas and Kellogg.

Saturday, March 12, 1887

1. Summary of the week’s real estate activity in Wichita.

Monday, March 14, 1887

1. It is understood the Missouri Pacific has located a new freight depot in the neighborhood of 12th street.

Thursday, March 17, 1887


The Tremont hotel, renovated beyond recognition to its oldest friend, reopened its doors to boarders today.

A large quantity of iron arrived last night for the Rapid Transit street car line and it is stated that work will start on the track without delay. The road will be commenced at the southeast end on Mr. Schweiter’s land, where no franchise is necessary, and it is believed the franchise asked for will be granted by the council at its next meeting.

4. Excavating for Mayor Aldrich’s residence on College Hill is finished, and today the masons commenced laying the foundation.

Friday, March 18, 1887
4. Notice of organization of the 4th National Bank on March 15. Officers and directors listed. ¶ This bank succeeds the Bank of Wichita and will for the present occupy the banking rooms now occupied by the Bank of Wichita, corner of Douglas and Lawrence avenues.

The People’s theatre is having good crowds.

Saturday, March 19, 1887
page
1. Summary of week’s real estate activity.

4. The Board of Directors of the Wichita Street Car Company this afternoon appointed Mr. G. M. Dickson secretary in the place of Mr. Carlisle, resigned. A committee was appointed to visit the west side with a view to locating street railway extensions on that side.

Monday, March 21, 1887
This issue is missing.

Tuesday, March 22, 1887
page
1. Messrs. Wiggins and Smith’s new map of the North Side of Wichita, the result of three month’s constant labor, is now in the hands of the printers. It shows all the new additions (listed by name) with lots clearly numbered.

The city council yesterday granted the street railway franchise asked for by Henry Schweiter, et al., over the objections of the Wichita Street Railway company.

It is believed the Rock Island Railroad will build its depot at the southwest corner of Douglas and Mead.

The Board of Directors of the Wichita City Railway company yesterday decided to build an extension of the street car line from Main street west on Maple to Hiram and thence south to University avenue. ¶ The Company today commenced placing on the ground material for the extension from Seneca to Meridian on West Douglas avenue.

Thursday, March 24, 1887
page
1. The St. Louis, Ft. Scott, and Wichita Railroad company’s depot, about which there has been so much speculation, has at last been located near the corner of 11th and Main, between 11th and 12th.

4. Article about progress in East Wichita. Reporter traveled past Park Place addition to Tracy avenue, where is the ground it is proposed to donate to the Presbyterians if they will
erect their college there. It is a high rolling piece of ground overlooking the city, with Douglas avenue as the south boundary and Tracy avenue for the west boundary. Details.

**Friday, March 25, 1887**

1. Mr. J. O. Davidson, the projector and president of the Wichita and Suburban Street Car Company said today he had heard that the engine and a quantity of material for the line had been shipped from St. Louis. The motor will be electricity and the engine house situated on Riverside adjacent to the stables. Grading along the route will commence next week.

Mr. M. A. McKenzie of the Wichita Carriage works is moving his shops to larger premises at the corner of River and 2nd streets. Details.

The directors of the Wichita Street Railway company today decided to build a double track on Main street and Douglas avenue from the new Ft. Scott depot on 11th street to the site of the proposed Rock Island depot at Douglas and Mead. The executive committee was instructed to purchase eight new cars and a large stock of iron and ties.

The Rock Island company today became proprietors of the J. R. Stone property on the corner of East Douglas and Mead avenues. $55,000 was the price paid over, but of this only $20,000 was paid by the company, the balance being subscribed by property owners in the neighborhood who thereby secure the Rock Island depot.

4. Mr. J. O. Davidson has commenced on his new residence in Riverside.

**Saturday, March 26, 1887**

1. Summary of week’s real estate and business activity in Wichita.

4. The new Ft. Scott depot near College Green, in West Wichita, will be finished by next Saturday.

**Monday, March 28, 1887**

1. Excavating for the Martinson block at corner of Douglas and Seneca is finished and the contract for the building will be let next Saturday. The plans have been completed by Messrs. Proudfoot and Bird. Details.

**Tuesday, March 29, 1887**


Work is progressing on the street car extension on West Douglas. By this evening the track will be finished to Glenn avenue, and it will take but a short time to complete the road to Meridian avenue.
Most of the old fair ground buildings, which were recently sold, are now on wheels ready to be moved to their new destinations. The large agricultural hall will be placed on the corner of Seneca and 1st streets and will be fitted up as a livery barn. The floral hall goes near the junction of the Ft. Scott and Wichita and Colorado roads and will be used as an agricultural implement warehouse.

Wednesday, March 30, 1887  
1. City council yesterday made appropriation (Ordinance 414, published March 31, 1887, page 4) for erection of a bridge across great Arkansas from West end of 2nd street to east end of Webster street. City to give up to $1000.

Thursday, March 31, 1887  
1. Report that McClung and Deming, boot and shoe manufacturers of Louisville, Kentucky, will establish a factory in Wichita.

The soap factory location has been established on 5th avenue near Kellogg.

Friday, April 1, 1887  
1. Mr. G. M. Dickson returned last night from St. Louis. While absent he purchased 150 tons of rails for the extensions of the Wichita Street Railway and also ten new cars of the Brownell and Wright make.

Col. Hartzell and family have returned to their home in Wichita. Almost two years ago he left Wichita broken down in health from over-work. His health is now fully restored. During his absence he projected and built a steam dummy railroad between the cities of Moline and Rock Island, Illinois, and put it in successful operation.

4. The street railway on West Douglas will be completed to Meridian avenue by tomorrow night. That will be the present terminus of that line.

Saturday, April 2, 1887  
1. Twenty cars of the celebrated red and blue sandstone from the quarries at Dunreith, Iowa, are now on the track here. They will soon be on Riverside Park in the handsome residence Mr. J. O. Davidson is about to build.

Mr. J. O. Davidson has begun an expensive improvement to Riverside. He has about 80 or 100 teams filling in the banks of the river north and south of the Oak street bridge for a distance of about half a mile, to the height of the banks on this side. The work will cost about $20,000.
Board of directors of Wichita City Railway company today decided to double track the line, from the new Ft. Scott depot on North Main to the Rock Island on East Douglas, with T rails. Negotiations were entered into regarding extensions to the northeast part of the city and Fairmount college.

Report of a fire this afternoon in the alley in rear of Main street between 1st and 2nd which destroyed a shed in rear of W. A. Arey furniture store and an adjoining barn.

Report of plans for the North Wichita Suburban Santa Fe depot. Platform to be 200 feet long.

Grading began today on the Riverside end of the line of the Riverside and Suburban Electric railway. The contractors have until the middle of May to complete the road. A bill of lading has been received for part of the ties and iron by Mr. Davidson. The engine is en route, and the Pine street bridge is progressing towards completion.

4. Contract was let today for erection of the soap factory to Sullivan and Steinmetz for $6400. Building is to be completed within 60 days.

Monday, April 4, 1887

1. It is probable that steam will be used as the motor power on the Henry Schweiter street car line.

Mr. M. M. Wheelan is engaged in getting up an album of views of Wichita. It will contain 50 photopapros, the result of a process of printing from a gelatine impression taken from the original negatives. The views will be of principal business and other buildings and of picturesque spots in and around Wichita. A contract has been made with a photographer. About 1000 of the albums will be printed.

The motor line from Wichita to Valley Center has now had all its stock subscribed. The capital stock is $100,000, and the last was subscribed this morning. Stockholders will meet tonight to organize. Stockholders are listed.

4. The Savings Bank of Wichita opened this morning. Officers and directors listed. William Mathewson is president.

Tuesday, April 5, 1887

1. Report of the inauguration of the women’s suffrage experiment in Wichita today. Details.

The YMCA are driving piles for the foundation of their new building at 1st and Topeka.

Stockholders of the Wichita and Valley Center Motor Line company met last night. Officers elected: H. D. Heiserman, president; Arthur Allen, vice-president; J. O.
Davidson, treasurer; A. H. Carpenter, secretary. General manager will be John Fisher. Two or more routes were ordered surveyed. Other directors listed.

**Wednesday, April 6, 1887**


Directors of Wichita Street Railway company this morning entered into a contract with President Hendricks (sic), of Garfield University, to extend a line from Main street west on Maple to Hiram and thence south to University place, a distance of 1¼ miles. Work will commence on the extension tomorrow and in about ten days cars will be running.

**Thursday, April 7, 1887**

1. Mr. H. W. Lawrence today began work on his new three story brick business block, 80 by 100 feet, at Douglas and Seneca.

Mr. Patton, of architect firm of Patton and Fisher, of Chicago, is in Wichita today. He is the architect who furnished the plans for Fairmount College. The excavation is about finished.

**Friday, April 8, 1887**

1. Report of meeting yesterday to start organization of a Board of Trade. Details.

Directors of the Wichita City Railway yesterday decided to extend the line from the east end of the track on Frisco avenue in a northeasterly direction to Vassar avenue, thence north to 17th street, where the line will reach Fairmount college.

4. Work commenced this morning on the street car line extension on Maple street.

The Sedgwick County National Bank was organized last night by the stockholders. It will be located on the West Side in Mr. Martinson’s new block at Douglas and Seneca.

**Saturday, April 9, 1887**

1. Directors of Kansas Midland Railroad yesterday approved the arrangements negotiated for St. Louis and San Francisco Railroad to use the new road. Details.

**Monday, April 11, 1887**

1. Today Mr. Hughes, in charge of construction of the Davidson Electric Motor line, is laying out the side for the engine house, the contract for the building of which has been secured by Mr. J. V. Magors (sic). The street car bridge will be finished by Mr. J. K. Sawyer
within a few days, and this week will see the grading completed in Riverside. Some material has already arrived.

A charter has been granted for the Garfield Motor Line Company, the incorporators being Messrs. R. E. Lawrence, J. B. York, E. P. Ford, O. Z. Smith, and P. P. Jones. They will present an ordinance to the city council asking for Dayton, Robert, and Glenn avenues on the West Side and Water street from Douglas south to the city limits on this side of the river. Mr. R. E. Lawrence will be president.

**Tuesday, April 12, 1887**

1. Manager Hartzell commenced work on the construction of the motor line of the Wichita Rapid Transit company with a small force of men.

The foundation is being laid for the Stockmen’s hotel, corner of 18th and Emporia, and brick work will be commenced in a few days.

**Wednesday, April 13, 1887**

1. Report of organization meeting of new Board of Trade yesterday.

**Thursday, April 14, 1887**

1. A force of men with about 30 teams is engaged in grading several streets in Riverside along the route of the new motor line.

A petition is circulating asking for the building of a new bridge across the Little river at 13th street, to replace the old one, which is in a dangerous condition.

**Friday, April 15, 1887**

1. A new motor line with Peter Getto and George C. Strong at the head is the latest on the boards. The proposed line will run east on 15th street to Fairmount Park.

**Saturday, April 16, 1887**

1. The Schweiter motor line is laying track on Emporia avenue from Douglas avenue south.

4. The West side Motor car company has consolidated with the Garfield Motor line company.

**Monday, April 18, 1887**

4. The Riverside and Suburban Railway company is pushing the grading of its line so as to be ready to lay the track as soon as it arrives. On April 15 there was shipped for this road,
from Johnstown, Pennsylvania, curved track, crossings, and diamond switches, so that Riverside can look for early street car accommodations.

Major E. W. Wiggins is today distributing his map of the north part of the city. It takes in all the latest additions reaching north of Douglas 4½ miles and 6 miles east and west.

The Kansas Midland will soon have local trains running to the Midland addition, four miles north of the city. Acting in conjunction, the railroad and Midland Town companies have purchased a locomotive and two passenger cars which will be here within 15 days.

**Wednesday, April 20, 1887**

Advertismeont: On and after this date street car tickets will be on sale by W. D. Murdock, at the ticket office of the Frisco and Santa Fe roads, on Main street. Signed: Wichita City Railway Company. Dated April 15, 1887.

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**Friday, April 22, 1887**

The new church (Adventist) on the West Side is completed, and Elder Bogby spoke last evening. The Topeka avenue and West Wichita street cars pass one block north of the church.

The Street Car company is laying a double track on Main street, from Pine to 13th street.

The trackmen laying the Rapid Transit Motor line will reach Kellogg street this evening. This completes the first half mile.

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**Saturday, April 23, 1887**

Yesterday the Crystal Ice company began the manufacture of artificial ice. Now it will make no difference whether winter comes or not, for the ice will be had just the same.

Notice from Wiggins and Wiggins that they are now revising their map of the south half of Wichita and wish particulars of any new additions not already correctly shown. They also wish particulars of new additions in the south part of the city to enable them to make a complete plot of Wichita on their new map of Sedgwick County.

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**Monday, April 25, 1887**

The board of directors of the Wichita and Suburban Railway company met Saturday and elected the following officers: President, J. H. Richards; Vice-President, George C. Strong; Treasurer, M. W. Levy; Secretary, George L. Douglas. The line will start from Douglas and Water and run east to Fairmount College, passing through the northeast section of the city.
4. Note: The Julian system of electric motor power was successfully tested yesterday on a St. Louis street railway.

Tuesday, April 26, 1887

page

1. Article quotes report in Bradstreet’s financial news about the real estate boom in Wichita, which it says started three years ago and accelerated in the spring of 1886. Details.

The Valley Center Motor Line company, to whom a franchise was granted by the council last night, has already purchased 660 tons of steel rails.

Work has commenced on the building to be used for the Brunswick stone works. It is located on Griffenstein’s land in the bend of the Little river north of 11th street.

Wednesday, April 27, 1887

page

1. Board of directors of Wichita and Suburban Railway company this morning appointed a committee to cooperate with the Valley Center company in the construction of the road from Douglas avenue, along Water, Walnut, Market, and north to 13th street. No building beyond 13th street has been arranged for as yet.

The work of excavating for Mr. B. H. Campbell’s mansion on Riverside avenue in Riverside park, has commenced. It will cost not less than $25,000. Mr. Gould, the architect, takes pride in showing his plans. It will be the first residence wholly built of stone, the body being the Caldwell stone, while the trimmings will be brought from the Strong City quarries. Details. Gas will be used for lighting. A spacious staircase of cherry with panelled dado leads from the hall to the second floor.

Saturday, April 30, 1887

page

1. Article reports on dispute over ownership of the island in the Arkansas river near Douglas avenue bridge, title to which is claimed by Mr. J. Ackerman, proprietor of the packing house on the west bank of the river opposite the island. Details.

Monday, May 2, 1887

page

1. Saturday evening a street car turned over at corner of 4th avenue and Clark street.

4. Article about boom on College Hill, since the Presbyterian school, Central University, has been located four miles east on extension of Douglas. Details.

Tuesday, May 3, 1887

page

1. Contracts for grading of the Kansas Midland Railroad from Wichita to Ellsworth have been let, all of which must be completed by August 1st. The road will be completed to
Valley Center within ten days, when trains will commence running. An engine and cars were shipped yesterday from Paterson, New Jersey.

**Wednesday, May 4, 1887**

1. The Base Ball association yesterday decided to erect a grand stand with seating capacity of 2500 persons (at end of South Main). The City railway has already commenced extension of its track to the grounds.

**Thursday, May 5, 1887**

1. Messrs. Proudfoot and Bird, the architects, are today moving into their new office in the Fechheimer building.

4. Through Messrs. Campbell and Davidson, the beautiful reservation in the northwest part of Wichita, known as the Alamo reserve, has been opened, platted, and placed on the market (advertisement).

The Wichita and Western depot at College Green, in West Wichita, is almost finished.

**Saturday, May 7, 1887**

1. Mr. Gilbert, of Charleston, Indiana, has been in Wichita for some time and wishes to locate a plough factory here. He is proprietor of several plough patents, and proposes to form a stock company with capital of $50,000. He himself will give his time and patents.

Riverside park was opened for the season this afternoon. The track and grounds are in a much better condition this season than before.

**Monday, May 9, 1887**

1. The road at Central and Market is somewhat torn up by the Motor Line company, who are constructing their tracks along Market.

The base ball park will be fenced and ready for play by next Wednesday, and the grand stand will be completed in a week.

2. Advertisement and plat of the newly offered Smithson’s addition on the West Side near Garfield university.

4. The Frisco switch to Fairmount college has at last been completed and material has commenced to arrive for the college building. On Saturday seven car loads of brick and stone were deposited on the site. ¶ The Suburban motor line has agreed to build, and is now collecting funds for the purpose, from Water street along 15th street and north on Vassar avenue through the college grounds.
Wednesday, May 11, 1887

1. A Fair Association was organized last night. Details.

A company has been incorporated here this week, including capitalists from St. Louis, to make dry pressed brick. Machinery is being purchased in St. Louis to manufacture 60 - 70,000 brick per day. Tests of the clay have produced very first grade No. 4 cherry red brick, equal to the first grade of St. Louis pressed brick. The clay is from a bed 17 feet thick on the 160 acre tract owned by Messrs. Beattie and Sherman, and known as the old Perry farm, 4 miles southeast of the city.

A nuisance that should be condemned without any further delay is the Salvation Army, now making headquarters in the Hacker and Jackson block. ¶ Their hall is infested with a rowdy class of people, fighting is common, and the police have often to put in an appearance, while the pounding of drums and tambourines and the warbling of Hallelujah lasses continues day and night, allowing no rest to the wearied occupants of the building.

4. Seventy-five lots in the beautiful Alamo addition were sold yesterday. Details.

Thursday, May 12, 1887

1. Stockholders of the St. Louis and San Francisco Railroad yesterday ratified the lease and other arrangements entered into between that road and the Kansas Midland.

Friday, May 13, 1887

1. Rock Island trains are running into Herington, and track laying has reached Marion Center (sic).

Saturday, May 14, 1887

1. The last town site laid out on the Rock Island road is in Lincoln township about 14 miles east of Sedgwick city, and has been named “Furley” after the former president of Omaha Abilene and Wichita road, whose subsidies were handed over to the Rock Island.

The new summer theater now being constructed on Main street is expected to be completed within 15 days.

Monday, May 16, 1887

1. The building now being erected by Col. E. C. Cole will be leased by the Fisher Sisters as an addition to the Tremont house, which it stands next to. It will be 25 by 100 feet and three stories high.

Tuesday, May 17, 1887
2. City council yesterday passed Ordinance 436, granting franchise to the Garfield Motor Line Company.

Wednesday, May 18, 1887

1. Report of meeting last night of the South Kansas Medical Society, with banquet at Gandolfo’s. Details. Says the society was established in 1879 and was the first district medical society in the state of Kansas, and the father of many that have been established since. In 1879 the society started with 28 members, and now there are 130.

Report of marriage today of Mr. B. F. McLean, business manager of Pallett’s Lumber yard, to Miss Julia C. Barwise, daughter of A. S. Barwise.

Thursday, May 19, 1887

1. Dr. Buchwalter (sic) and wife of Millersburg, Ohio, arrived here last evening to permanently locate here.

Friday, May 20, 1887

1. A new town site has been surveyed at the crossing of the Rock Island and Santa Fe about ten miles west of Mulvane, on the south line of this county. It has been named “Peck” after Mr. George R. Peck, general attorney for the Santa Fe road.

The Wichita City Railway company has decided to extend a line along 10th street so as to make connection between the Topeka and 4th avenue cars and Griffenstein’s park.

4. Article describes details of Riverside Park (referring to South Riverside park, i.e., on Central avenue four blocks west of Main street).

Saturday, May 21, 1887

1. The new city directory is now being compiled by Mr. North.

Monday, May 23, 1887

1. The depot at Wichita Gardens, on the Kansas Midland road three miles north of the city, is completed.

The Main street Summer Garden opens tomorrow night with the “Wild Irish Girl.”

Tuesday, May 24, 1887
1. The St. Louis, Ft. Scott, and Wichita Railroad was sold yesterday by order of the U.S. Court in Topeka on the foreclosure of the first mortgage held by the Union Trust Company of New York. The road was bought by B. P. Waggener, of Atchison, the general attorney for the Missouri Pacific. The amount paid was $5,488,000, which was the amount of the first mortgage and accumulated interest. J. H. Richards has been in charge of the property since the foreclosure decree was entered. He will now pass accounts as receiver and turn the road over to Jay Gould.

The Wichita Zoological museum and theater opens its doors tonight at 233 and 235 North Main, in the building formerly occupied by the Wichita Wholesale Grocery Company. A neat auditorium with a handsome stage has been arranged, and next to this is the aviary and zoological gardens. Details.

Engine No. 1, named the “W. C. Dacey,” is in the city standing on the Kansas Midland track. It is a brand new one and a beauty.

Wednesday, May 25, 1887

1. The local baseball team, the Wichitas, won their forth consecutive game from Emporia yesterday.

Thursday, May 26, 1887

1. Long article about “Bat” Mathewson, ex-marshall, gambler, desperado-slayer, who has been living quietly in Wichita for several months. Details.

The second floor joists of the Wichita University are now in position.

The Zoological Museum on North Main street opened its doors last night. One room contains a varied collection of animals and birds, while in the auditorium will be presented a series of popular plays.

Friday, May 27, 1887

1. Report of death this morning of Capt. William S. White at age 52. Was former editor of Beacon from 1875 until it was sold on April 1st last. Obituary.

The Main street theater and summer garden is now completed and making preparations to open tomorrow night.

The covered grand stand at the baseball park is now being completed and will be ready on Decoration Day.

Saturday, May 28, 1887

1. Report of commencement exercises of the high school last night at the Crawford opera house. Four graduates (three women, one man).

The new Main street theater and summer garden opens its doors tonight.

Monday, May 30, 1887

1. The track of the Kansas Midland has reached Wichita Heights, a new suburban town laid out on the Midland six miles north of the city. The depot there is about completed, and two construction trains are now run on this line. The grading is nearly completed to Burrton. The cars for the passenger train will arrive here in a day or two. The new suburban train will comprise the engine No. 1, William G. Dacey, now in the Frisco yards here, and three new coaches.

4. Over 100 lots have already been sold in the Alamo addition and contracts let for building of 28 residences, mostly costing $1500 to $2100 each (listed).

Tuesday, May 31, 1887

1. The new Main Street Theater opened its doors last night.

Wednesday, June 1, 1887

1. Street cars yesterday commenced running on the new Maple street track as far as the Garfield University.

The grand stand of the base ball park is almost finished. About 800 people attended yesterday’s game.

Friday, June 3, 1887

1. The machinery arrived this morning for the Forest City Dry Pressed Brick company. The charter was recorded yesterday.

Attorney-general Bradford said today he had come to the conclusion that the city council was quite inadequate to the demands of the times for the proper government of the city. “I find that you have from 30 to 75 joints running here, and this is more than you are entitled to.”

Saturday, June 4, 1887

1. Mr. H. G. Toler returned this morning from Kansas City, whence he shipped 26 head of mules for the street car line superior to anything hitherto used by the company.

The hotel at the Union Stock Yards is climbing upward to completion.
The engine for the Wichita and Suburban (sic -- meaning Riverside and Suburban) is now being placed in position in Riverside. Yesterday ten cars of rails were received and the street cars are now on their way here.

**Monday, June 6, 1887**

1. Col. Cole today commenced work on his new three story brick business house on 4th avenue, adjoining the Tremont House.

**Tuesday, June 7, 1887**

1. List of teachers and principals appointed yesterday by the school board.

   Mr. B. H. Downing commences work today on the handsome residence to be erected by the register of deeds in Riverside Park.

**Friday, June 10, 1887**

1. Complaints are numerous about the night operator at the telephone exchange. It seems that sleeping is his forte.

**Saturday, June 11, 1887**

1. Contracts for building of the new St. John’s church at northeast corner of Topeka and 3rd street were signed yesterday. The masonry will be done by Mr. Torrence (sic), and contract for the rest of the work was let to W. P. Stem.

**Monday, June 13, 1887**

1. Bids have been opened for the Rock Island passenger depot. The lowest was $37,000. The work on the freight depot is progressing rapidly and it will soon be completed.

4. Advertisement with map of Cole’s addition to Carey Park. Lies west of Arkansas avenue. Streets in order west are Ludovic avenue, Sullivan avenue (sic), Norton avenue, and addition extends one block north and south of Cole avenue.

**Tuesday, June 14, 1887**

This issue is missing.

**Wednesday, June 15, 1887**

1. School board yesterday rented a building on Ohio street belonging to B. S. Garrison for school purposes for $35 per month.

**Friday, June 17, 1887**
1. Two new cars that arrived yesterday for the south and north Main street and Fairview avenue service were put on the track today. The Wichita City railway has ordered eight more but cannot get them built as rapidly as could be wished.

4. The new tile pavement laid by the Wichita Brunswick Stone company in front of the Gandolfo hotel building attracted attention this morning. Its surface is smooth and the tiles in red, white, and blue colors. This making of artificial stone is a new industry in Wichita. Officers of the company are William Dulaney, president; P. V. Healy, vice-president; J. O. Davidson, treasurer; and L. L. Carlisle, secretary. The company’s shops are on 12th street near the Little River, and city office in the Bitting block.

Monday, June 20, 1887


Report of formal dedication yesterday of St. Aloysius Catholic church by Bishop L. M. Fink, of Leavenworth. Details. Says the new St. Joseph church in Junction town will be ready for services next Sunday and the first wing of the Sisters’ academy will be completed in about a month.

Tuesday, June 21, 1887

1. The Wichita Rapid Transit Company Motor line expects to begin running a train on Friday or Saturday from Douglas avenue to Hillside avenue, the Eichholtz place, and Crown Point. The motors and cars were shipped from Philadelphia (error ??) last Saturday. When the trains are running regularly a grand picnic will be held in Oakwood park on Eicholtz place. This line will doubtless be the first to run motor trains in Wichita.

Wednesday, June 22, 1887

1. Contract signed yesterday by city and by Messrs. Rosewater and Christie, engineers, to draw plans and specifications and estimate cost of sewerage system for Wichita, to be completed on or before December 1, 1887 at cost of $2000. Details.

Thursday, June 23, 1887

1. Today saw the commencement of building operations on the Rock Island passenger depot on corner of Douglas and Mead avenues.

Friday, June 24, 1887
1. Report of City Assessor Green that Wichita’s population is now 31,760, an increase of 11,631 over last year.

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<th>By ward</th>
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<tr>
<td>Total</td>
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Wichita’s population by year (no census taken in 1881):

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<tr>
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</tr>
<tr>
<td>1887</td>
<td>31,760</td>
</tr>
</tbody>
</table>

**Tuesday, June 28, 1887**

1. Article says the new grand stand at Wichita’s baseball park is now completed and has a seating capacity of over 2,000 (article doesn’t identify location).

Work started today on the Linwood park extension of the street car line.

**Wednesday, June 29, 1887**

1. Meeting yesterday selected location for the plough factory from bids offered. Details. The site selected is just north of 25th street between Hydraulic avenue and the Rock Island tracks. About 50 acres has been donated plus some additional lots making total of 60 acres. Building is to start by July 15 with completion by January 1st. Mr. J. R. Gilbert has promoted the project and is the inventor of the “Live Yankee” plow which will be built here. Proposed annual production is 20,000 plows.

The Rock Island got into Furley today.

**Thursday, June 30, 1887**

4. The brick work on the north half of the Rock Island freight depot has been finished and that part is now being roofed.

**Friday, July 1, 1887**
1. The entire right-of-way for the Kansas Midland Railroad from Wichita to Ellsworth has now been secured. The grading of the line from Wichita to the east line of Rice county has almost been completed by contractors York and Loonans, while Mr. Butler’s section, from east line of Rice County to Ellsworth has ten teams at work on every two miles of the entire distance, so the whole of the grading contracts should be completed by July 15. Track laying commences next. The bridge across the Little Arkansas west of Valley Center will be finished tomorrow -- it is 357 feet long.

The Rock Island freight depot will be ready for business by July 10th even if it is not altogether completed.

The Emporia avenue Baptist church, at corner of Emporia and 10th street, will be dedicated next Sunday.

A whole string of new cars for the Wichita street railway were taken to the barn late last night.

Saturday, July 2, 1887

1. Article reports Wichita’s growth and progress in the past 30 days. Details.

The Wichita Rapid Transit line has been completed and the first engine is now standing on the track ready to start trains on July 4th.

The Wichita and Suburban (sic -- probably means Riverside and Suburban) electric motor line is so nearly ready to run that next week will probably see a regular service on it.

The engine for the Schweiter motor line has arrived and is on the track. Tomorrow it will be run on a trial trip and on Monday will be kept busy making trips to Eldridge park at the end of the line.

The engine for the Schweiter Rapid Transit line was placed on the track today.

4. Article describes visit to Eldridge Park. Details.

Wednesday, July 6, 1887

1. Article about the new Wichita police force. Details.

Today the Wichita City Railway company has placed eight new cars on its tracks, five red ones for the Main street service and three blues for Topeka avenue. This will give improved service and enable the company to place another car on the Maple street line and also an extra one on the South Water street line. The laying of the double track on Main street progresses, and the double track will soon be in running order from Rock Island depot to the Ft. Scott freight depot on North Main. It is the intention of the company to
put in plank crossings on the double track line and also to line each side of the rails with oak planks leaving just enough space between the rails and the planks to admit the flange of the car wheels. This will do away with the catching of buggy and wagon wheels on the edges of the rails. ¶ The Linwood Park extension is well under way and the Central avenue track is laid from Main street to 4th avenue. On this last line cars will be running in a day or two, the proposal arrangement being that half the Union Depot cars shall travel on Central avenue instead of all going along Oak street. This will also serve to meet the demand for increased facilities on 4th avenue.

Thursday, July 7, 1887

1. Article of incorporation of the Ft. Scott, Wichita and Western Railway company were filed in the office of the secretary of state at Topeka yesterday. Details. Capital stock $7,000,000. Directors listed (includes Jay Gould).

Saturday, July 9, 1887

4. Charter was applied for yesterday for the Johnston and Larimer Wholesale Dry Goods company, with capital stock of $1,000,000. Firm succeeds Messrs. Larimer and Stinson, who sold out their retail business.

Monday, July 11, 1887

1. All day yesterday crowds gathered at corner of Douglas and Emporia to see the new Schweiter motor engine work. The engine with two coaches in tow made round trips every 40 minutes and were always loaded down to the trucks. The seats were full and so were the aisles and steps and some small boys hung on to the sides. All were bound for Eldridge park, the terminus of the line, and just outside the city limits.

The new boats of the Wichita Boat club which arrived Saturday were all out on a trial yesterday and are now all rigged and ready for use.

Tuesday, July 12, 1887

1. The Rock Island Railroad was completed into Wichita today (this afternoon) and the construction train ran right to the depot grounds at Douglas and Mead avenues.

The new city directory has just been issued.

The *Beacon* has information that the main depot of the Frisco and Kansas Midland railroads will be located in the angle east of Wabash avenue and north of the Frisco track and south of the connection between the Frisco and Midland roads.

Wednesday, July 13, 1887
1. Article reports completion of Rock Island into Wichita about 5 p.m. yesterday. About 6:30 p.m. an excursion trip was made to Furley. Details.

Contract let yesterday to Mr. J. V. Majors for the new Rouse and Blackwelder building at corner of Market and 1st streets for a little less than $100,000. Foundations are already complete. Building to be completed by January 1st.

Contract let yesterday for the Rock Island passenger depot to Mr. A. R. Link for $16,000.

**Thursday, July 14, 1887**

1. Mr. Sloat, general traveling passenger agent of Rock Island, was in Wichita yesterday and announced the company’s intention to run through passenger trains with sleepers and chair coaches from here to Chicago commencing on Sunday next.

**Friday, July 15, 1887**

1. Members of city council were taken by invitation of Henry Schweiter and Charles Eicholtz, for a ride on the Schweiter motor line to Eldridge Park about 4:30 p.m. yesterday. The car rides reasonably smoothly and the trip takes about 20 minutes. A number of newspaper men accompanied the group.

Article asks question as to what is happening on the Valley Center Motor line. The projectors have their franchise and have had several meetings. Two of them were sent ostensibly to St. Louis to buy iron for the track. They did buy iron, second hand, said to be the discarded rails of an old narrow gauge railroad in Texas, for supposedly $35 a ton, when good 60 pound steel rails can be had in St. Louis at $38 per ton.

Arrangements completed yesterday for construction on South 4th between Indianapolis and Gilbert streets of St. Luke’s (sic) Hospital. The plan by W. R. McPherson shows building 68 by 111 feet with large verandahs on each floor encircling the building. Details.

The Wichita Street Railway Company announces that hereafter all their cars on all lines will run until 10 p.m. After that time, until midnight, cars will run every half hour. The fare after 11 p.m. will be ten cents.

**Saturday, July 16, 1887**

1. Note to *Beacon* from John Fisher, Manager of Valley Center Motor Line, saying “In answer to your inquiries in last night’s *Beacon* in regard to the Valley Center Motor Line, collectively, I would say that it is none of your business.”

**Monday, July 18, 1887**
1. Article reports that the Burton Stock Car company, which was planning to locate a large plant at Argentine, in the Kansas City area, is reconsidering after an offer of property and stock purchase, etc., from the Wichita Board of Trade. Details.

Article reports a disgraceful row on the Motor Line returning yesterday after from Eldridge Park. A bunch of toughs fired up with beer refused to obey the conductor when train was on Kellogg near Chisholm creek, and a fight started. The coupling pin was pulled by the conductor so the engine and first car could go down town for help. The toughs started to push the second car down to Chisholm creek with intention of dumping it in. Citizens stopped this but the toughs then got under the car and turned it over on its side.

4. The first passenger train on the Chicago, Kansas and Nebraska road came in from Herington about 11 p.m. Saturday. At 7:10 p.m. yesterday the first through train from St. Joseph came in. On September 1st, through trains will be run from Caldwell to Chicago, until which time connections will be made at St. Joe as at present.

Sarcastic article about Valley Center Motor Line says an old second hand motor, one of Baldwin’s oldest style with date of 1877, has been purchased along with six old coaches with stands near the bridge on Oak street. The motor arrived here under name of “John Fisher, No. 1,” later changed to “Hank Heiserman” and then “Joe Rich.” All facetious??

Wednesday, July 20, 1887
page
1. Article with further details on prospects for obtaining the Burton Car Works for Wichita.

Thursday, July 21, 1887
page
1. Another article about the Burton Car Works proposal.

Friday, July 22, 1887
page
1. Article lists newly appointed officers of the Ft. Scott, Wichita and Western Railway Company. Sale of the road and property of the St. Louis, Ft. Scott and Wichita Railroad was approved by the federal court on June 27, 1887 and the deed transferred to the new company.

Another article about the Burton Car Works, crediting J. Oak Davidson with obtaining it for Wichita.

Monday, July 25, 1887
page
1. Yesterday about noon one of the driving boxes broke on the motor of the Wichita Rapid Transit line, disabling it. Another will be put in place as soon as possible, which will be
a couple of days. During this time, the manager, C. S. Eichholtz, will use horses on the line.

Tuesday, July 26, 1887

1. Connection was made yesterday on the Midland track between the north and south sides, at the Frisco crossing, and the Midland train can now run down to Douglas avenue. The road has sufficient ties now for 40 miles of track, and iron continues to arrive daily. Graders are now at work on the Union Pacific crossing at Ellsworth.

4. The Wichita street railway company commenced work this morning on the Linwood Park extension running from Douglas down Ida avenue.

Wednesday, July 27, 1887

1. The Rev. James Reilly, the Catholic bishop-elect of the Wichita diocese, died today at Topeka.

Wichita played its first Western League baseball game yesterday, defeating Lincoln 8 to 2.

Grading commenced today on the Fairmount motor line, on 15th street. The bridge across Chisholm creek has been finished.

Thursday, July 28, 1887

4. Long article about the recent acute illness and death of bishop-elect James Reilly, age 40, at Topeka. Details.

Friday, July 29, 1887

1. Another article discusses Burton Car Works contract.

The new gas holder of the Wichita Gas, Electric Light, and Power company is about half finished and will cost $15,000.

Last evening, Col. Eldridge, proprietor of Eldridge Park, was arrested by Sheriff Hays on charge of selling intoxicating liquors. Eldridge Park is just outside the city limits and therefore not under jurisdiction of the “mets” (i.e., Wichita police).

Saturday, July 30, 1887

1. Work on the building of the city hospital is progressing -- the foundations and framework are completed and it is expected to open by October 15.
Tuesday, August 2, 1887
page 1. Board of education yesterday accepted bid by E. P. Rogers and Company for construction of eight room school building on North Lawrence avenue for $15,812.

Thursday, August 4, 1887
page 1. Mr. J. O. Davidson has received word that three cars for his electric motor line left St. Louis last week.

Friday, August 5, 1887
page 1. The double track on the Wichita street railway was today completed to the corner of Main and Douglas.

Saturday, August 6, 1887
page 1. Article reports location of the Burton Car Works has been settled. It’s to be in the North End. Details.

The Wichita street railway company will commence running cars on the cemetery line today. The cars will run every 20 minutes. Service on the 4th street line is also to be improved. Switches are being laid today and will be completed Monday, when regular trips will be made between the termini of the line.

Wednesday, August 10, 1887
page 1. Long article describing Mr. Davidson’s electric motor: ¶ Now that the Davidson electric motor line is so nearly ready for action that further delay is only occasioned by the non-arrival of the cars, which were shipped from St. Louis on Monday last, a short descriptive sketch of the system of operation will interest the public. ¶ The road is the outcome of the proposed St. Louis elevated electric road for which preparations were completed when the mayor vetoed the franchise granting the company right-of-way and there seems every reason to believe that on the level streets of Wichita its operation will be eminently satisfactory. ¶ To get an understanding of the whole combination it is necessary to start from the fountain source -- the engine house. In this building are found the engine, an 80 h.p. high speed, and the two dynamos of 40 h.p. each. The engine runs at 300 r.p.m., thus giving the armatures of the dynamos a velocity of 750 to 800 revolutions during the same space of time. This velocity produces a current of high potential which passes to the conductors now visible along the line of the road. As will have been observed the little white rings insulate these conductors from the suspension wire which is, in turn, insulated from the cross wires attached to the poles on each side of the street and the current having proceeded unobstructed to the end of the track on Market street is reconducted to the engine house by what is called a “return conductor” running on Douglas and Waco avenues. ¶ Now for the method of connecting the motors in the cars with the wire
overhead. The current from the dynamo in the engine house, passes along the conductors over the cars. The latter, which are each 18 feet in length, are connected with the conductors by two wire cables stretching one from each end of the car, to a small carriage which runs along the conductor. Every 30 feet along the wire will have been noticed a black semi-circular contrivance which is technically termed the “motor switch.” The observer will also notice a small knob at the bottom of each of these switches. The carriages are so arranged that the one attached to the front end of the car, on passing the switch, touches the knob and turns a wheel contained within the semi-circle, thereby cutting off the current from the conductor overhead and causing it to flow down the connection attached to the hind end of the car and through the motor contained in the car itself whence it passes out by the front connection and rejoins the original circuit. The passage of the rear carriage, touching the switch wheel in the same manner as did the front carriage, closes the conductor again and the current continues to follow up and down into the cars, thus making a continuous circuit instead of an impulsive one as might have been supposed. ¶ These carriages are curiously constructed and consist of four wheels of which two run underneath the conductor and two above. The top wheels are longitudinal half wheels, which are so arranged that by a system of steel springs they are held at an angle of which the apex runs on the conductor, the upper parts being spread out to allow the suspension wires to pass between. ¶ The motors used in the cars, now enroute here, are the 8 h.p. Genoese motors, manufactured by the Brush Company, of Cleveland, Ohio. They are simply dynamos, so manufactured as to get the greatest amount of mechanical power out of electricity, and being in constant connection with the dynamos in the engine house they manufacture the electricity sent into them the mechanical power necessary to propel the cars, connection being made with the car axles by a link chain which is manufactured from a peculiar combination of metal and wood so as to be almost noiseless.

The immense amount of stone always to be seen in the Ft. Scott yards speaks volumes for the numbers of foundations now being put in Wichita. Mr. Martinson said today that his Towanda quarries alone had furnished 200 car loads to Wichita during the last month.


Friday, August 12, 1887

Advertisement for Wichita Rapid Transit Company says cars will leave Douglas and Emporia for Eicholtz park and return at 6:45, 7, 8, 9, 10, 11 a.m. and 12, 1, 2, 3, 4, 5, 6:30, 7:30, 8:30 and 9:30 p.m. Office and ladies waiting room is on first floor of the Goodyear block, Emporia avenue.

Another batch of boats was received yesterday by the Wichita Boat Club; the club now has 12 in all.
Monday, August 15, 1887
page 1. The Wichita and Suburban’s track is now completed along Water street from Douglas avenue to 10th street and along 10th to Market. The graders are now at work on 15th street and have almost finished grading to Fairmount Heights. The first motor is expected this week.

Tuesday, August 16, 1887
page 1. Mr. W. R. McPherson, the architect, is showing with pride the plans of the Smith, Skinner, Walters and Snively block, for which the foundations are now going in on North Market street. It is 100 by 130 feet and four stories high, of Bedford, Indiana, limestone, with estimated cost of $50,000.

The palatial building on Douglas avenue has at last been named “The Hotel Carey,” after its immortal proprietor.

The first car ran on the Linwood park extension today.

Wednesday, August 17, 1887
page 1. Yesterday the Forest City Dry Pressed Brick company commenced operations by turning out about 5000 brick from one machine. The Wichita Pressed and Ornamental Brick company also commenced operation yesterday.

Thursday, August 18, 1887
page 1. The Soap Factory started up operations yesterday. The three story building, 42 by 120 feet, was finished some two weeks ago. Details.

Saturday, August 20, 1887
page 1. Article complaining about abominable conditions in the Sedgwick County jail. Details.

Wednesday, August 24, 1887
page 1. Switch connections have now been completed between the site of the Burton car works and the Midland road, so material is now placed directly on the site from the cars.

The Davidson Electric line yesterday received two motors, so there is every probability of a service being in operation at an early date.
1. Track laying commenced today on the Wichita and Suburban street car line. Plans for the roundhouse, near the Frisco track, will be completed in a few days. The switch on the Frisco track will be moved this way and located at the intersection of 15th street, where a small depot will be built and a coaling station, for the street car line, established. Mr. Getto is now engaged in building a two story double business house on 15th street, and the telephone line is being extended out there.

Contracts were today signed between the contractor, Mr. W. H. Sternberg, and Messrs. Smith, Skinner, Wallace and Snively for the erection of the Market street block. W. R. McPherson is architect. To be completed by January 1.

Saturday, August 27, 1887

The German Catholic church and school buildings on corner of Ohio and 2nd streets are so far completed that services and teaching will commence on tomorrow week.

Monday, August 29, 1887

Report of the collapse of the west end of the unfinished Crawford-Daisy opera house at Topeka and William at 7 a.m. today. Details. The bricks simply crumbled away and appeared to be inferior. The front of the building and north side were built of Kansas City pressed brick and appear solid, but the south wall and west wall were composed of Wichita brick, and some of this is chalky and can be crumbled between the fingers. This is believed due to use of a poor quality of clay.

Improvements by the Wichita Street Railway company have been gradual but extensive this year. In March last when the present company purchased the road, there were but 15 miles of track. Today there are over 30 miles, with double the number of cars running that there were in March. Besides this, more cars have been ordered.

Mr. J. O. Davidson’s building on Riverside will be one of the finest residences in the entire state. The original contract was in the neighborhood of $35,000, but since the change of material to the pink Colorado Lava Stone now being used, this has been increased some 12 or 15 thousand dollars.

Tuesday, August 30, 1887

Article about proposal to try a compressed air operated street car motor in Wichita. Details.

Wednesday, August 31, 1887

Today the machinery of the Riverside electric motor line has been set in motion for the first time and the motors are being tested, so far satisfactorily. It will take a short time to perfect matters, but a few days will see regular service commenced on the line.
Mr. J. B. Dacey of Kansas Midland reports having instructed Mr. Jackson, the chief engineer, to complete bridging without delay, so that track laying may proceed.

4. Dr. O. Buckwalter has opened dental offices in the Getto building on Main street.

Saturday, September 3, 1887

4. Notice that the fall term of Garfield university will open on Tuesday, September 6.

Wednesday, September 7, 1887

4. The Archer Electric Manufacturing Company will start taking subscriptions today for incandescent electric lights for business and residence buildings. Work on the city circuit begins this week and light will be turned on by the latter part of September. The public are invited to inspect the light which is in operation at the office and works of the company at 321 West Douglas.

Thursday, September 8, 1887

1. The Wichita Telephone Exchange is preparing to move its exchange to the Fletcher building. Details.

C. S. Eichholtz has resigned the position of manager of the Wichita Rapid Transit Company.

Friday, September 9, 1887

1. The Stock Yards are nearing completion and the stock yards hotel is almost completed. Details.

Stockholders today decided to locate the Watch Factory on the West Side in Martinson’s 8th addition.

4. The new motor cars were playing back and forth yesterday afternoon on Pine street, to the delight of the festive small boys of that locality. It is hoped that arrangements will soon be completed so that this much needed improvement can be added to the transit accommodations of our city.

Saturday, September 10, 1887

1. Today the graders commenced on the road bed of the street car company’s double track on Douglas avenue. Work began at the Rock Island depot, and connection will be made with Main street as rapidly as possible.

Monday, September 12, 1887
1. The Forest City Pressed Brick company today fired up its first kiln, containing 240,000 brick.

The Midland and Frisco passenger station on Wabash avenue is completed. It is quite a handsome structure.

Tuesday, September 13, 1887

1. Article listing names and locations of major business buildings in downtown area.

Messrs. Proudfoot and Bird have secured the contract for drawing of plans for the one wing of the Watch factory that will be built at once so that operations can be commenced at an early date. The wing will be 75 by 200 feet. It will be located on the north side of Douglas avenue 1½ miles from Main and Douglas. Street cars now run directly past the spot.

4. City council yesterday ordered city clerk to advertise for bids for 13th street bridge.

Wednesday, September 14, 1887

1. The Wichita Pressed and Ornamental Brick Company will turn out its first kiln of brick in about six days -- 200,000 brick.

The city authorities show ingratitude to the donors of the 40 acres of Linwood Park in not improving the property.


Thursday, September 15, 1887

1. The West Side National Bank opened its doors today. Located in the new Martinson block on Chicago avenue. Officers and directors listed.

Friday, September 16, 1887

1. Mr. H. S. Iseline, of New York, general manager of the Daft Motor company of New York, is here to make arrangements for the electric motor line on Central avenue, which it is proposed to have in operation in 90 days. The motor to be used is now operating successfully in Los Angeles, Baltimore, Asbury Park, and Orange, New Jersey.

The foundations were commenced today for the Wichita and Suburban Motor Line round-house. It will be 50 by 75 feet.
Monday, September 19, 1887


2. Official publication of proposed franchise ordinance for the Market Street Horse Railway Company of Wichita, granting right to build street railway on Market from Pine to 10th and from Douglas south to the city limits.

4. The Rock Island depot at Mead and Douglas is enclosed.

Tuesday, September 20, 1887

1. Cole Brothers’ addition to the Tremont House was completed yesterday. It is 25 by 100, three stories high, and cost $10,000. All except the lower story will be occupied by the hotel.

Work will commence tomorrow on the superstructure of the St. Aloysius school on 4th avenue. The hall will be 80 by 100 feet. Mr. Goss is the contractor and will finish the building in about four weeks. The sisters are now conducting the school in the basement of the building.

The street car line recently built on Water street raised the grade several inches, and the street is now being graded up to this level.

Wednesday, September 21, 1887

1. Messrs. Proudfoot and Bird have nearly completed the plans for the watch factory. The building will be 33 by 327 feet with a magnificent dome in the center.

The electric motor line will evidently have to go. Mr. J. Oak Davidson, president of the company, will test the matter a few days more and if it proves unsatisfactory as now expected, a cable line will be put in.

The Scottish Rite Masons have leased the whole upper story of the Friend block, at corner of Douglas and 4th avenue, and are fitting it up in elegant style. The building is 50 by 110 feet. Details.

Workmen today started putting in ties for a street car line down South Market street, being built by the Wichita Street Railway company.

3. Advertisement with list of about 30 houses for rent.

Thursday, September 22, 1887

page
1. The street car line leading from Main street to the Ft. Scott depot is again in operation, having been blocked up for some time by the great quantity of material for the new business buildings along 2nd street.

Friday, September 23, 1887

4. Contract was signed yesterday with Messrs. Steinmetz and Sullivan for completion of the new opera house.

Saturday, September 24, 1887

1. Contracts for the Gilbert plow works are to be let next Monday. There will be three main buildings: machine shops to be 70 by 180 feet, engine rooms 35 by 40, and warehouse 70 by 150.

Monday, September 26, 1887

1. Letter to editor: We do not agree with the *Eagle* in regard to the use of steam engines as a motive power for running street cars through the central parts of cities. On the contrary, we think that the using of steam as a motive power for running street cars through the residence portion of cities is a far greater inconvenience to the public generally than changing cars once in four or five miles, and any locality that would be deserted by the change of cars would be a very poor place to live anyway. Better discourage the proposition to run six or eight steam engine lines through the thickly settled residence and business portion of Wichita -- it is infamous. We refer to South Emporia avenue and streets along which runs the Rapid Transit steam line. Streets along that line are fast being changed to an alley or by way instead of a beautiful thoroughfare. (Signed) Many Citizens

Tuesday, September 27, 1887


2. City council yesterday awarded contract for 13th street bridge over Little river to H. R. Lilliebridge for $1350.

Wednesday, September 28, 1887

1. Contract for construction of watch factory was let this morning. Details. Towanda stone will be used.

Services were held last evening in the Episcopal church by the Jewish people to celebrate the Day of Atonement.

Friday, September 30, 1887
1. Riverside park grounds are being proposed for the horse fair. The horse railway company are building their line of road to Riverside park.

4. Report of plans and specifications of a sewerage system for Wichita as presented to city council. Details.

Saturday, October 1, 1887

page
1. Report of inspection trip to see first kiln of brick burned at the Forest City Dry Pressed Brick company southeast of city. Quality of the brick said excellent. Details.

Tuesday, October 4, 1887

page
1. Mr. Al Bitting is just finishing a fine residence on North Topeka costing $15,000. Mr. Terry is the architect.

Wednesday, October 5, 1887

page
1. Work on rebuilding the Crawford-Daisy opera house is starting today. Mr. G. A. Masters, the architect, arrived from Chicago yesterday and will take personal charge of the work.

There are about 100 students attending the Garfield University.

At school board meeting past Monday, Mr. N. A. English offered to donate an acre of ground in his seventh addition if the city would build a school building on the site. Today the school board accepted the offer and ordered erection of a four room school house built.

Saturday, October 8, 1887

This issue is missing.

Monday, October 10, 1887

page
1. Dedication of Lewis Academy this morning. Details.

Thursday, October 13, 1887

page
1. The Wichita Street Railway company has completed an extension west on Central avenue from Main street, which gives service to Riverside park, where the Horse Fair is being held.

4. John M. Braddock, representing Chapman Brothers, of Chicago, is in the city arranging for publication of a Portrait and Biographical Album of Sedgwick County.

Monday, October 17, 1887
Tuesday, October 18, 1887


Wednesday, October 19, 1887

Article reports a successful trial last night of the Riverside Electric motor. Details.

Opening exercises of the Wichita University took place this morning in the Reformed church at corner of Topeka and Lewis.

Thursday, October 20, 1887

Report of destruction by fire of the Wichita stock yards early this morning. Details.

Friday, October 21, 1887

A few weeks ago the First Methodist Episcopal church decided to start a new church in the northern part of the city. Lots were purchased on the corner of 13th and Waco. A neat frame chapel has been erected for temporary use and is now being furnished so as to be ready for services next Sunday.

Saturday, October 22, 1887

Report of visit of a Beacon reporter to the new Rock Island depot, which is almost completed. It is 74 by 36 feet. Description.

This morning one of the mules of street car No. 14 fell into the excavation in the track near Topeka and Douglas and was badly injured.

Interview with telephone operator. There are 310 phones in Wichita with orders for 100 more. Three operators now in Central office, with another to be added the first of the month. They work from 7:30 a.m. until 6 p.m, with one hour off for lunch.

Thursday, October 27, 1887

Construction on the Kansas Midland is going on nicely. The depot at Valley Center is completed. Iron is arriving daily for the road.

Saturday, October 29, 1887
1. Architect Terry has the plans for the John Bright university nearly completed. The foundation is already completed. The superstructure will be 88 by 168 feet and three stories high.

**Monday, October 31, 1887** (special booster issue)

1. Cut of photo from west end of Douglas avenue bridge showing smoke from stacks of gas plant -- probably same photo shown in *Wichita Century* book as 1886 but shows street car bridge.

   Article with summary of Wichita commercial and building progress. Details. Article on other pages about a number of Wichita firms.

4. Work on the foundation for the Gilbert plow works is progressing nicely.

5. Drawings of Sedgwick Building, Carey Hotel, Fletcher block, Wichita Mercantile Company, Fairmount college, First Methodist Episcopal church, Fechheimer block, watch factory, Judson university.

**Wednesday, November 2, 1887**

1. Mr. T. C. Hughes, of the Advance Electric Construction company, of St. Louis, said today it had been decided to take down the conductor as at present standing on the Market street electric motor line. This is preparatory to changing the line to the newly devised method which has been found to work so successfully in Riverside park. Two conductors will be placed on the overhead wire instead of one as at present. The operation of the line will be “Series” plan, the same as before, the new conductors simply taking the place of the electrical switches now to be seen at intervals along the wires. Mr. Hughes says the work is no longer experimental and that he hopes to have the line in operation in about 30 days.

**Thursday, November 3, 1887**

4. The Fletcher building, Main and 2nd, has reached the fourth story.

**Saturday, November 5, 1887**

1. Hon. Robert Lawrence will build a $25,000 residence on the site occupied by his present home. Messrs. Proudfoot and Bird are the architects.

   The track of the Kansas Midland road has been completed in this county and is stretching through Harvey County.

   Messrs. W. J. Wilson and Company have secured the contract for furnishing the Carey Grand hotel.
Monday, November 7, 1887
page 1. The Horse Fair Association has changed its name to the “Inter-State Fair and Exposition Association.”

Wednesday, November 9, 1887
page 3. Advertisement showing timetable of “The Ninnescah Route,” i.e., the Wichita and Western and the Kingman, Pratt and Western railroads. Includes two passenger plus one mixed train daily between Wichita and Greensburg. Stops from Wichita are Douglas avenue, College Green, Goddard, etc.

Thursday, November 10, 1887
page 4. Mention has already been made of the consolidation of what has hitherto been known as the “Garfield Motor Line” with the Wichita Street Railway company. Today work commenced on the new extensions, it being proposed to build at once a distance of about 4½ miles, beginning at Maple and Sycamore, thence south to Dayton, west to Seneca, south to Wheeler, west on Wheeler and Lottie to Meridian, north to Walnut, and east again to Seneca.

The Kansas Midland road reached Burrton this evening. Laying of track is being done at the average of 2½ miles a day, and already 33 miles are completed. Mr. Bentley intends inviting the city and county officials to inspect the line in a few days.

Friday, November 11, 1887
page 4. The attention of the city marshal is called to the conduct of the hackman congregating of an evening on the corner of Main and 1st streets. It would seem almost impossible for a passer-by to escape without having his sensibilities assailed by blasphemous and obscene language.

Saturday, November 12, 1887
page 1. The Kansas Midland track is now 40 miles out of Wichita.

The fifth and last story of the great Sedgwick Block at 1st and Market has been begun.

The initial trial of the Wichita and Valley Center Motor Line was made this morning with a mule car. On Monday next it is expected a regular car will be in operation.

Messrs. E. W. Enos and Company, of the Wichita Art Gallery, have just issued a folder containing views of Wichita. The photographs show excellent work. The folder is just the thing for Wichitans to distribute among friends in the East.
4. Material is being placed on the ground for commencement of building operations on the Quaker church on Cleveland avenue. Brick work begins on Monday.

Monday, November 14, 1887

1. Article reports purchase Saturday of the property necessary to bring the Dold Packing house to Wichita. Details.

Article reports the town of Haysville, about 12 miles south of Wichita, was destroyed by fire at 6 a.m. yesterday, which started in the general store of Dr. Jones.

4. The brick work on the Diocesan seminary on College Green, in West Wichita, will be finished this week. It is 80 by 45 feet and four stories high.

Tuesday, November 15, 1887

1. Report of the hanging of Lee Mosier at the Sedgwick County jail this morning. Details. For murder of Henry Lawler.

Wednesday, November 16, 1887

4. The Zimmerly block on Douglas avenue is nearly completed. The east room is already occupied by a grocery store.

Thursday, November 17, 1887

1. Messrs. Niederlander and Oliver returned this morning from Kansas City, where they finally closed the contracts with Messrs. Jacob Dold and Son for a packing house in Wichita.

4. The Rock Island depot in this city is completed and will be occupied by the offices next Monday. All trains will stop for meals at the depot hotel (sic), which is in the south wing of the building.

Friday, November 18, 1887

4. Already the Wichita Street Railway company has laid ties for three miles on the Garfield line in West Wichita, and this morning commenced track laying.

The Kansas Midland track is now 50 miles out of Wichita.

The Smith-Skinner block on North Market will be completed about January 1st.

Saturday, November 19, 1887

page

4. The Kansas Midland track is completed to a point 56 miles out of Wichita.

Monday, November 21, 1887

Tonight the first fire will be built under the new boilers of the Wichita Water Company. The machinery will be tested and put in regular operation within three or four days. ¶ The Water Works Company have built a new engine and pump house on the island at the foot of Central avenue in the big river, and from this place the water for the city will be supplied. Water is obtained from 72 driven wells just south of the plant. The company have built a bridge across the east arm of the river, and the mains are laid across this bridge to reach the city -- 16 inches in diameter. Long article with details.

Today saw the commencement of service on the portion of the Wichita and Valley Center motor line between 13th street and the Burton car works. The motor and cars made a trial trip yesterday and everything ran smoothly and quietly, the motor emitting neither noise nor smoke. ¶ Carts would before now have been doing regular service from Douglas avenue north except for the delay in getting in the crossing at the Ft. Scott Railroad. Although material is supplied by the Motor line company, the railroad company insists on building the crossing with its own men; this will be finished this week as will also the mile and a half that yet remains to be built between the Burton works and the Valley Center end of the line. ¶ As is already known, horse cars will be used between Douglas avenue and 13th street.

The Mayor, city council, and other officials on Saturday inspected the Kansas Midland road between Wichita and Burrton. Details.

Tuesday, November 22, 1887

Article reports street railway company will request a new franchise at council meeting tonight. The old franchise was granted June 28, 1882 to the Wichita City Railway Company for 21 years, and subsequently a franchise in West Wichita was granted to the West Douglas Avenue Street Railway Company. The two companies having amalgamated and the city expanded, a new franchise is now requested for the Wichita Street Railway Company.

4. Plasterers started today on the first story of the Sedgwick building.

Wednesday, November 23, 1887

Offices of the Wichita Gas Company and the Thomson-Houston system of electric light have removed from 144 North Main to 118 North Market.

**Thursday, November 24, 1887**

1. Article reports city council yesterday passed new ordinance for Wichita and Suburban Railway company allowing extension to the stock yards and of ordinance granting new franchise to the Wichita Street Railway company.

   The new water works are now at work.

**Friday, November 25, 1887**

1. Architects Proudfoot and Bird have now on hand plans for a mansion for Mr. R. E. Lawrence, to be built on the site of his present residence for $25,000. They are also preparing for the building of a stone and brick residence in Riverside park for Mr. Finch, of the Citizens bank, at a cost of $5000, and for a residence on College Hill for Mr. Eno, to cost $3000.


**Saturday, November 26, 1887**

1. Track on the Kansas Midland is now 60 miles out.

   The Forest City dry pressed brick company will on Monday open a kiln containing 225,000 brick.

**Monday, November 28, 1887**

1. The Morris building on North Main street, was beautifully illuminated Saturday night on the occasion of its completion. This is the first five story building completed and occupied.

**Tuesday, November 29, 1887**

4. City council yesterday passed ordinance prohibiting Wichita and Valley Center Motor Railway company from operating by steam on Market street south of 19th street.

**Wednesday, November 30, 1887**

1. Fire Marshal A. G. Walden returned today from a trip to Chicago, where he purchased a chemical engine and a hook and ladder outfit.

**Thursday, December 1, 1887**
1. The Rock Island freight depot, at corner of Mead and Decatur, was destroyed by fire at an early hour this morning. It was erected during the past summer and valued at $4000. Cause of fire is not known.

The last tile in the Topeka avenue sewer was put in yesterday, and the open ditch is a thing of the past.

Friday, December 2, 1887

1. Report of capture at Ute City, Montana, recently of notorious desperado J. M. Talbot, who murdered early Wichita city marshal Mike Meagher at Caldwell on December 17, 1881. Details regarding Meagher.

Saturday, December 3, 1887

1. The Quaker church on Cleveland between Douglas and 1st is being built of red brick from the Forest City Brick Company. It will be 82 feet long and 40 feet wide.

Monday, December 5, 1887

1. The Rock Island freight depot is being rebuilt. The walls were not damaged as much as supposed, and the roof will be put on it a day or two. The freight office is temporarily located in the waiting room of the passenger depot.

Wednesday, December 7, 1887

4. The Kansas Midland track will reach Lyons tonight.

“Delmonico” is the name of the new restaurant opened today by Messrs. Rose and Meyers, opposite the new opera house on South Topeka avenue.

Official publication of Ordinance 490, appropriating $600 for renting and providing a suitable building for hospital purposes for the year beginning November 1, 1887, passed December 5.

Thursday, December 8, 1887

1. Charter of the Wichita, Richfield and Trinidad Railway Company was filed in Topeka on Monday. Proposed line runs from Wichita through Sedgwick, Kingman, Pratt, Kiowa, Clark, Meade, Seward, Stevens and Morton counties to Trinidad, Colorado.

Friday, December 9, 1887

4. Mr. William Pray is now furnishing the Stock Yards hotel.
The Pressed and Ornamental Brick company’s fourth kiln, containing 350,000 brick, is now being cooled off and will be opened next week.

Capt. Lamont will open the Rock Island depot dining rooms on Monday next.

Saturday, December 10, 1887
page 1.

On Monday the Rock Island freight depot will be again complete as before the fire.

Monday, December 12, 1887
page 1.

Copied from *Clark County (Indiana) Record*: Mr. Isaac R. Gilbert and family left here for Wichita, Kansas, yesterday to make their permanent residence. Mr. Gilbert has succeeded in organizing a stock company in that city, with a paid up capital of $200,000, to manufacture the celebrated sulky plow lately perfected and patented by him.

4. Capt. Lamont opened the Rock Island depot dining hall today.

Tuesday, December 13, 1887
page 1.

Report of passage of street railway ordinance by city council yesterday. Details. Ordinance 496, consolidating the Wichita Street Railway company, West Douglas Avenue Street Railway company, Garfield Motor Line company and West End Motor Line company as the Wichita Street Railway company.

Wednesday, December 14, 1887
page 1.

Article regarding progress with the Gilbert Plow works. Details. Main building 62 by 300 feet. To build 2000 plows per month.

4. Official publication Ordinance 495 amending route of Wichita and Valley Center motor line.

Friday, December 16, 1887
page 1.

Street car No. 9 broke an axle near the Santa Fe freight depot yesterday.

Monday, December 19, 1887
page 4.

Col. B. H. Campbell is now digging the cellar for the elaborate residence he is about to erect in Riverside. The building will be stone, somewhat after the style of the J. O. Davidson mansion, and will cost not less than $35,000.

Yesterday some four or five hundred buggies went out to the Burton car works.
Wednesday, December 21, 1887

Page 1.

Report on the *Wichita Journal of Commerce*, which has just been published by the Board of Trade. Details. 10,000 copies to be printed.

Page 4.

The Wichita and Suburban street railway cars are nicely heated with stoves.

Thursday, December 22, 1887

Page 1.

Article giving details of Wichita’s economic progress. Says Wichita has over 60 miles of street car and motor lines.

Page 4.

Starting next Sunday the Rock Island will inaugurate a fast train from Wichita to Chicago covering the 712 miles in just 26 hours ten minutes. It leaves Wichita at 8:35 a.m. and arrives Chicago at 10:45 the next morning. Returning it leaves Chicago at 5 p.m. and reaches Wichita the next day at 7:10 p.m.

Friday, December 23, 1887

Page 1.

In the vicinity of the Burton car works there are now several stores, three hotels including one of 30 rooms, and 106 residences of from three to five rooms each.

Mr. William G. Dacey reports depots and water stations almost completed all along the Kansas Midland line. The track will be in Ellsworth by Saturday night.

Page 4.

Long article discussing the false claims of Mr. W. F. Cody to the title “Buffalo Bill,” which rightfully belongs to William Mathewson. Details.

Monday, December 26, 1887

Page 1.

Report of death this morning of W. C. Woodman at age 71. Obituary. Says he acquired in 1874 the old house erected by Mr. Munger about 1869; “though he has elaborately added to it and has encompassed it on all sides, he has resolutely refused to remove the original structure.”

Page 2.

Editorial favoring the approval of the court house bonds in the election next Saturday.

Page 4.

Major Allen has signed the ordinance granting a franchise to the consolidation of the Wichita Street Railway Company for 19 years.

The stock of the Wichita Exposition and Inter-State Fair association is being liberally subscribed for. Mr. J. O. Davidson has taken $1000 worth and others in proportion.