Dr. Edward N. Tihen (1924-1991) was an avid reader and researcher of Wichita newspapers. His notes from Wichita newspapers -- the “Tihen Notes,” as we call them -- provide an excellent starting point for further research. They present brief synopses of newspaper articles, identify the newspaper -- Eagle, Beacon or Eagle-Beacon -- in which the stories first appeared, and give exact references to the pages on which the articles are found. Microfilmed copies of these newspapers are available at the Wichita State University Libraries, the Wichita Public Library, or by interlibrary loan from the Kansas State Historical Society.

TIHEN NOTES FROM 1890 WICHITA BEACON

Wichita Beacon
Thursday, January 2, 1890
page
1. Article describes the new Santa Fe depot in Wichita. The white stone came from the Henderman quarries at Cambridge, Kansas, and the brown sandstone used for trimming came from Las Vegas, New Mexico.

Saturday, January 4, 1890
page
1. New school buildings to be opened Monday including the Burton car works building, a new building between the rivers, and two new rooms in the Emerson building.

4. Bunnie Mead is a clerk in the Niederlander firm.

The wages to be paid the city teachers the coming term are from $40 to $60 per month.

Tuesday, January 7, 1890
page
1. A charter was filed in Topeka Saturday for the Wichita, McPherson, and Southern railway. Directors include J. O. Davidson, G. W. Clement, W. E. Stanley, George Blackwelder, and M. M. Murdock.

The “Red Light” property facing on the Rock Island track has been sold to that company by Ellen Williams for $3500. The company will soon erect a freight depot on these lots.

Citizens along the Lewis street car line have been fearing that the company intends to take up the track in this street, since cars are now run on Douglas avenue to the Garfield university instead of around by Lewis street, as formerly. Superintendent Ryder said today the line on Lewis street, while not in operation now, would not be removed, and that cars would be placed back on this line in the near future.

4. Report of bids received for new city building at council meeting last night.
Saturday, January 11, 1890

1. The Riverside and Suburban will make its first trip to the Burton car works Monday.

Monday, January 13, 1890

1. Report of heavy snow storm yesterday. The City railways were unable to operate any street cars on Sunday. Cars have been in operation today to the Union depot and Santa Fe depot, and all lines will be in operation tomorrow. On the electric lines Manager Fitch and Superintendent Sweet were out with a force of men Saturday night and all day yesterday, and by last night had all the cars running to Riverside, Fairmount, and the packing houses with some regularity.

Wednesday, January 15, 1890

1. Annual election of directors of the Wichita Street Railway company took place at the company’s office on Main street yesterday. The directors elected are B. H. Campbell, George L. Rouse, J. O. Davidson, R. E. Lawrence, O. Martinson, William Griffenstein, and N. A. English.

Annual meetings of the national banks of Wichita were held yesterday. Article lists directors of each bank.

Thursday, January 16, 1890

1. Stockholders of Kansas Midland Railroad met yesterday. Article lists the directors and officers elected.

4. The city street railway reports this morning that all their lines are in full operation again, following the late blizzard.

Friday, January 17, 1890


Men are now tearing down the “Red Light” property facing the Rock Island track preparatory to erection of a brick freight depot on the site.

Monday, January 20, 1890

4. The Wichita Medical College held a very interesting session today.

Tuesday, January 21, 1890

1. Article about the failure of the sugar factory at Conway Springs.
A petition for an iron bridge across the Little river at 11th street was placed before the council yesterday.

Article describes the ice lakes of ice dealer Charles Hoff, of Hydraulic avenue, and his method of preparing and harvesting same. His ice houses hold 3000 tons. Ice now being put up is 6½ inches thick.

4. About 200 young people were skating on Little River last night.

**Wednesday, January 22, 1890**

1. The recently completed hose house No. 4, on the West Side, was taken possession of by the fire department yesterday. ¶ Hose house No. 3, at 13th street and 4th avenue, will probably be ready for occupancy in a few days. ¶ The new hose car No. 1, manufactured by the McKenzie carriage works, of Wichita, was delivered to the fire department yesterday. The running gears are painted vermillion, while the body is dark green and beautifully lettered. ¶ The new fire engine will be here in a few days.

**Monday, January 27, 1890**

4. The Riverside and Suburban Electric railway began operating the North Market street line yesterday which has been idle ever since the paving began on that street.

**Tuesday, January 28, 1890**

1. City engineer reported to council regarding an estimate for a bridge petitioned to be built across the Little river at 11th street, that the proposed site was outside the city limits and therefore he did not prepare estimates.

3. Legal description of boundaries of wards and precincts of Wichita published by Election Commissioner.

**Wednesday, January 29, 1890**

1. Niece of M. W. Levy, Miss Clara Negbaur, is to be married this evening to M. B. Cohn, proprietor of the Globe dry goods store, at residence of Mr. and Mrs. Levy, 204 N. Topeka. Details.

The new Ahrens steamer for the Wichita fire department was tested Monday afternoon and gave entire satisfaction. It was connected to hydrant at corner of Sedgwick building and steam turned on just 5 minutes 45 seconds after fire was lighted under the boiler, with water instantly spurting forth from the nozzle. The stream of water was thrown higher than the five story Sedgwick building. ¶ Another test yesterday compared the stream with of the water works under high pressure of 100 pounds, and the steam fire engine threw the stream of water 90 feet higher than the water works high pressure.
Friday, January 31, 1890
page
1. There are 16 horses in the fire department at the present time.

Saturday, February 1, 1890
page
1. The Santa Fe Railroad will occupy their new depot on Douglas avenue by the 10th of this month. The Oak street depot will continue to operate as it has in the past.

Monday, February 3, 1890
page
4. The Wichita Light Infantry has leased Garfield Hall for an armory for two years.

Tuesday, February 4, 1890
page
1. City council last evening received offer from William Griffenstein to give the city a quit claim deed for the opening up of 11th street to the Little river provided the city agreed to build an iron bridge across the Little river on 11th street within four months. Accepted and city engineer directed to draw up specifications for the bridge. ¶ City attorney was requested to prepare opinion as to whether the city could legally improve a park or build a bridge outside the city limits, as Linwood park and proposed 11th street bridge are both outside city limits.

City council last evening referred ordinance regulating operation of electric street railways to the judicial committee.

Wednesday, February 5, 1890
page
1. The St. Louis, Ft. Scott, and Wichita Railroad was sold yesterday by order of the United Circuit court at public sale (at Topeka?). The Union Trust company of New York was the purchaser, for the price of $6,466,742.67, the amount of the first mortgage held by the Trust company against the road. ¶ In Sedgwick County township bonds were voted for the construction of this road, the townships taking stock in the road as follows. Payne township $12,000, Wichita township 10,000, Delano township 12,000, Ohio township 10,000, Ninnescah township 22,000. By the foreclosure and sale, all of this stock is forfeited, and the above townships lose $66,000 by the deal. ¶ The road will be operated by Gould, as heretofore and is virtually owned by Gould, the scheme being simply to freeze out all minor stockholders in a manner recently adopted by the Chicago, Kansas, and Nebraska. There will be no change in the officers of the road.

Thursday, February 6, 1890
page
1. Superintendent Chamberlain, of the Burton Car Works, says the company has leased all 300 of its cattle cars to the New England company for three years. ¶ The new palace
horse car is meeting with universal success. Fifteen of these elegant cars have just been completed at the works and are ready for delivery.

Saturday, February 8, 1890
page 1.
The new passenger depot of the Santa Fe will be ready for occupancy within a few days.

Tuesday, February 11, 1890
page 1.
City council yesterday received and filed estimate of the city engineer of cost of building a bridge across Little river at 11th street using the iron span the city now has on hand. Cost was estimated at about $2500. He also estimated the cost of building the bridges in Linwood park.

City engineer yesterday called city council’s attention to the dangerous condition of the Central avenue bridge, across which is laid the principal water main connecting the city with the water works.

City council yesterday let contract for paving the alley between Main and Market from Douglas to Central and the alley between Douglas and William from Water street to 4th avenue with vitrified brick on a concrete base at $7.99 per yard.

Council yesterday received letter from manufacturers of Drake’s patent jasperite requesting to compete for paving in Wichita.

4. Official publication of Ordinance 810 regulating operation of electric street railways. Approved February 11, 1890.

Thursday, February 13, 1890
page 1.
Report of visit of Rock Island Railroad passenger agents to Wichita yesterday. Glowing description of the city (with exaggeration).

Hog receipts at Wichita Union Stock Yards.

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Dold’s opened Thanksgiving Day in 1888. Whittaker opened August 1, 1889.

A motor street car that propels itself without center or side poles was tested in Hutchinson yesterday. Details. P. Hackett is the inventor.
The new hose wagon was delivered to hose house No. 2 yesterday and is a duplicate of the one recently delivered to hose house No. 1, both being manufactured by the McKenzie carriage works of this city. The hose and reel formerly used at No. 2 was sent to hose house No. 3, in the north part of the city.

Friday, February 14, 1890

page 1.
Long article giving history of the horse and mule market in Wichita.

William A. Schonner has been placed in charge of hose house No. 3 at corner of 4th avenue and 13th street.

George B. Pratt is delivering the last two parts of a beautifully illustrated book, entitled, “Wichita, or The Magic City.”

Saturday, February 15, 1890

page 1.
The citizens down at Haysville are trying to induce the Rock Island folks to move the depot from Gladys down to that place.

There is a practice game of football in progress at the Clippers park this afternoon.

Monday, February 17, 1890

page 1.
Report of wreck of south bound Santa Fe passenger train four miles north of Derby at 5 a.m. today when the engine and front cars plunged into a burned out trestle over a ravine. Details. One killed.

Tuesday, February 18, 1890

page 1.
The city council adjourned without calling up one or two matters last night, as the mayor desired to catch the 10 o’clock car and thus avoid walking home.

Representative of the Drake’s jasperite paving company read endorsements of this product to city council and said it could be put down for $2.50 a square yard with five year guarantee.

Friday, February 21, 1890

page 1.
“Did you ever consider the number of miles covered by the street cars of this city” a man asked today. “Take one line alone, the Wichita Street Railway, which is running 30 cars at present, and when running in full force, operate 45 of them. Each car travels an average of 70 miles each day, making the entire distance covered by the 30 cars just 2100 miles daily.”
A young man bitten by a mad dog at Garfield university last Sunday left last night to be treated by a medstone at Conway Springs. Article with details.

**Tuesday, February 24, 1890**

1. Note says there are about 400 telephones in use in Wichita.

**Wednesday, February 25, 1890**

1. Mayor told city council yesterday that William Griffenstein had stated that if the city would construct the proposed bridge across Little river at 11th street, he would offer no objections to his property, known as Griffenstein’s park, being taken into the city limits.

**Thursday, February 26, 1890**

1. J. H. Christopher, owner of Pertel Springs, four miles from Warrensburg, Missouri, and proprietor of a resort at that place, has been in Wichita negotiating for the purchase of the dummy line between Wichita and Valley Center. The sale was closed last night and Mr. Christopher returned to his home this morning. Two of his men will arrive here next week to superintend taking up of the track and placing it and the rolling stock on the cars which will require the services of 40 cars. It will be shipped to Warrensburg and laid between that city and Pertel Springs. The consideration could not be learned. (See later note, March 6).

4. Official publication of Ordinance 815, enlarging the corporate limits of the city of Wichita. Approved February 18, 1890.

**Saturday, February 28, 1890**

1. Letter to *Eagle* praising merits of Drake’s patent jasperite pavement (from county repair) -- details.

The work of paving the suburban line on Market street commenced today. The material used is vitrified brick made at Tolerville by a small plant owned by Mr. Clark, who has just finished burning a kiln of 60,000 brick, a third of which shows to be a fine quality of vitrified brick. The paving of this street will require over 100,000 brick, which Mr. Clark will have ready by the time needed for use.

**Tuesday, March 4, 1890**

1. City council yesterday accepted report of special committee appointed to investigate the purchase of the Oak street bridge across the Little river. The report was favorable, and ordinance was then adopted to issue an improvement bond for $4000 to pay J. O. Davidson for the bridge.
City council yesterday pressed motion instructing city clerk to advertise for bids for construction of a bridge across the Little river at 11th street.

Board of education voted to establish a department here, to be known as the normal and training school of the city of Wichita.

4. Fifteen thousand two hundred three hogs were slaughtered at the Wichita packing houses in February.

**Thursday, March 6, 1890**

1. The report that the dummy line between here and Valley Center had been sold to Mr. Christopher, of Warrensburg, Missouri., is true only in part. It now appears that only two miles of the 14 was disposed of which is now being taken up and placed on the cars for shipment to that point.

Report of council meeting last night in which Col. Drake, the inventor of Drake’s jasperite, a patented paving material, urged its use for paving of Douglas avenue. Details.

4. Publication of Ordinance 818, approved March 4, 1890, for insurance of an improvement bond in sum of $4000 to J. O. Davidson, treasurer, to pay for the bridge across the Little Arkansas river on Oak street. Bond to be delivered to Davidson on execution and delivery to city clerk of a bill of sale said bridge. Bond is to be payable in ten equal annual installments and bear interest at the rate of six percent per annum, payable annually.

**Tuesday, March 11, 1890**

1. City council yesterday voted toward the contract for paving of Douglas avenue with Drake’s jasperite at $2.50 per square yard. Details.

**Wednesday, March 12, 1890**

1. The Wichita Light Infantry held its first drill last night in its new quarters in Garfield hall, the interior of which had been remodeled for use as an armory. Details.

The Barber Asphalt company commenced operations this morning on Main street. The street is being plowed up in front of the Occidental hotel. About 20 teams and 30 men were set to work today.

A new time schedule for the Griffenstein park line of the city street railway went into effect this morning, as follows. The cars will leave Douglas and Main on the hour instead of on the half hour, as before. The first car will leave Griffenstein’s park at 7:30 a.m. and the last car will leave Douglas avenue at 9 p.m. excepting Saturdays.
The dog pond (sic), two blocks west of the 2nd street bridge, was finished today by Scott and Shields. The structure is built of stone with an iron roof and its dimensions are 14 by 20 and 10 feet in height.

4. The two goddesses of liberty, to be placed on top of the new court house, have arrived.

**Thursday, March 13, 1890**

1. Advertisement notice by W. D. Murdock, agent, that commencing Sunday morning, March 16, 1890, all passenger trains of the Atchison, Topeka and Santa Fe, St. Louis and San Francisco, and Wichita and Western will arrive and depart from the new passenger station at corner of Douglas and 5th avenues. The old station north of Oak street will be used by the Atchison, Topeka and Santa Fe for local business only.

**Saturday, March 15, 1890**

1. The new Santa Fe depot will be opened tomorrow morning. Details. Hereafter all passenger trains of the Santa Fe, Frisco, and Wichita and Western will use the new building as the main depot, with the Oak street depot use only as a local station.

**Tuesday, March 18, 1890**

1. At city council last evening the city engineer was instructed to draw plans and specifications for a bridge across the Little river on 11th street.

**Thursday, March 20, 1890**

1. The Wichita Electric Railway company, with a capital of $1,000,000, was chartered by the secretary of state at Topeka yesterday. This is a preliminary step to the consolidation of the Riverside Electric line and the Wichita street railway company, conditioned on the street car company securing a franchise to equip its lines with electricity.

Fire Chief Walden has adopted a new set of fire bell signals by which the location of a fire within the city can be determined. Details.

**Friday, March 21, 1890**

4. While ringing the fire alarm yesterday the large bell at hose house No. 1 was cracked so that now it gives forth only a dull thud.

**Saturday, March 22, 1890**

1. Jake Eckert is removing the awnings in front of his buildings on Douglas avenue near the Santa Fe track, preparatory to the erection of a fine brick hotel on the site where the Valley House now stands.
4. The stone work of the new court house was completed yesterday by the laying of the last stone in the tower.

**Monday, March 24, 1890**

4. Charles Wallace has rented the Richey building, a three story brick near the Santa Fe depot, and has fitted it up for a hotel.

The Clippers played Garfield University at the ball park Saturday.

**Tuesday, March 25, 1890**


City council yesterday granted franchise to the Wichita Electric Railway company, which is a combination of the Riverside and Suburban line and the City street railway company and which will substitute electricity for mule power on the city lines. The franchise will be accepted by J. O. Davidson, president of the company. It is estimated it will cost fully $100,000 to convert the present mule lines to electricity. The company pledged itself to have eight miles of electric railway in operation within four months. The franchise specifies that the cars shall not run at a greater speed than six miles per hour in the business district and shall reduce speed to three miles per hour in turning corners. In the suburban portions of the city the speed shall not exceed 15 miles per hour. The lines to be equipped with electric cars within four months include Main street, Douglas avenue, and Topeka avenue. The city will assess 2½ percent on the gross receipts of the company when they reach $100,000 annually. Details.

City engineer estimate is $2646.40 as cost of constructing a bridge across Little river at 11th street.

**Wednesday, March 26, 1890**

1. The Wichita Electric Railway company is already making preparations for remodeling of its lines and equipping them with electricity, some necessary material already having been ordered. The first work will be done on North Main street, so as to make the change before paving is completed, after which Douglas avenue will be equipped and a line from Main and Douglas to Garfield university. The Wichita street line will be torn up and abandoned, but the Riverside line running north on Market to Pine, thence west to Riverside will be unchanged. North Topeka avenue will be equipped with electricity to 18th street, where it taps the suburban line, making an almost straight line to the packing houses and Burton car works. Not decided yet whether to operate or abandon the Fairmount line. South of Douglas the mule cars will remain for some time.

County commission has awarded contract for clock to be located in tower of new court house to Edward Vail and Company of Wichita. It will be the E. Howard and Company’s
hour striking tower clock, with dials nine feet in diameter, of plate glass, and arranged for illuminating at night with electric light and gas. The clock will strike the hour on an enormous bell weighing 5000 pounds.

Thursday, March 27, 1890
page
1. Wichita has had a small hurricane of wind today. Car No. 34 of the Topeka avenue line, driven by A. P. Mendenhall, was blown from the track while turning the corner at the stock yards exchange this afternoon.

4. Publication of Ordinance 837 granting franchise to Wichita Electric Railway Company, approved March 25, 1890.

Friday, March 28, 1890
page
1. The Faith Home, an institution for fallen women on East Central avenue, closed its doors today, and the goods are being packed for the present. The Open Door, another institution near by, is also closed. ¶ The cause of their closing is owing to the demand of benevolent institutions on the citizens during the general financial depression. The superintendent hopes to be able to re-open the Faith Home by next fall.

2. City council yesterday instructed the city clerk to advertise for bids for construction of the 11th street bridge across the Little river.

Saturday, March 29, 1890
page
1. The sale of the Wichita Street Railway and the Riverside and Suburban company was formally made today to the Wichita Electric Railway company. The papers were signed and the details of the transfer finished.

Article reporting objections of city engineer Jackman to changes in the specifications for the Jasperite paving of East Douglas avenue made by the Drake company and signed by Mayor Clement without knowledge of Mr. Jackman. Details. (Denied by mayor -- page 1, April 8, 1890.)

W. A. Caswell, of Chicago, who was assistant superintendent of the Burton Car Works at one time, will succeed A. T. Chamberlain as superintendent of the works and will move to Wichita and assume his duties next week.

4. Advertisement for bids to be received by City Clerk until Monday, April 7, 1890, for construction of a bridge over the Little Arkansas river at the extension of 11th street, according to the plans and specifications in the office of the City Engineer.

Monday, March 31, 1890
page
1. The motor line between Wichita and Valley Center was rising and moving yesterday and this morning, the moving power being 100 men and teams, so that by this afternoon there was nothing left but the right-of-way. ¶ A short time ago commission dealer named Keefer, from Kansas City, came and with a large force of men and teams proceeded to begin tearing up the road. In the meantime the road had been purchased by the Davidson Investment company, and an injunction was at once secured, restraining Mr. Keefer from molesting the road. Within the past few days, however, the road has been transferred to the Wichita Electric Railway company, and yesterday a large force of men and teams set to work removing the rails and ties. ¶ Secretary Thomas Fitch said: “I don’t wish it understood that the company is trying to take an unfair advantage of anyone in this matter. We purchased the road in good faith and own it. Mr. Keefer, of Kansas City, claimed an interest in it though dealings with the former owner of the road and came down here to tear it up. We enjoined him, of course. ¶ “In order to obviate a delay, we put a force to work yesterday, and by noon today will have taken up all the rails and ties. The material we will use at once in remodeling the old city railway lines into an electric system.”

4. William Stockinger, who secured the contract for the heating apparatus for the city building, has been awarded the contract for furnishing the iron poles for the Wichita electric street railway.

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**Tuesday, April 1, 1890**

1. The new government building is nearing completion, although the steam heating, elevator, and clock will not be put in this summer, as no appropriation has yet been made to secure them. Details.

3. Note that bids will be received at City Clerk’s office until April 7, 1890 for construction of a bridge over Little Arkansas river at the extension of 11th street.

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**Wednesday, April 2, 1890**


4. The starting of a city library in connection with the schools was inaugurated yesterday by placing a large number of books in the library in Dr. Stevenson’s office.

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**Thursday, April 3, 1890**

4. The director of the Wichita Electric railway has decided to locate the power station at the corner of 10th and Wichita streets.

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**Friday, April 4, 1890**
4. Col. and Mrs. B. H. Campbell gave the last of their series of concerts, “high fives,” at their home in Riverside last night. Special cars on the electric line conveyed most of the guests to and from the city.

**Saturday, April 5, 1890**

1. Wichita Bar Association last evening took steps leading to the immediate formation of a law library in Wichita. Details.

4. The stone work on the city building is progressing finely.

**Monday, April 7, 1890**

1. City council yesterday passed ordinance granting franchise to the Postal telegraph company.

4. Passengers on the North Topeka avenue line will be transferred to the electric cars at 13th street during the alterations which commence tomorrow on the Topeka avenue line.

**Tuesday, April 8, 1890**

Rev. Father Tihen leaves for the east tomorrow for a short vacation. He was presented with a well-filled purse by the young men of his congregation Sunday afternoon as a testimonial of regard.

**Thursday, April 10, 1890**

1. The iron water mains to be substituted for the wooden ones on Douglas avenue have commenced to arrive, and the work of laying them will begin in a few days, as the paving contractors are anxious to commence work as soon as this has been done.

**Friday, April 11, 1890**

1. The rails on Market street south from Douglas two blocks are being taken up today by the Street Railway company. Secretary Fitch said that since the consolidation of the two companies, the operation of the street railway system could be greatly facilitated by removing all the narrow gauge tracks of the city. The work of removing the narrow gauge rails commenced several days ago on 13th street and is completed as far north as the stock yards.

4. The Harry street school building is rapidly nearing completion. The finishing touches are being put on the cupola and the interior work is being pushed rapidly.
Saturday, April 12, 1890

1. Notices posted yesterday of election to vote bonds to build railroad from Halstead to Bentley, to give Halstead direct connection with Wichita via connection with Midland Railroad at Bentley. Since the abandonment by the Frisco of the cut-off from Sedgwick to Halstead, the latter place has been compelled to ship everything over the Santa Fe without the benefit of competition.

4. A game of football will be played this afternoon between the Lewis academy and the Wichita university elevens, on the university campus.

The Water Works company will commence putting down the iron mains on Douglas, Monday, thus enabling the Jasperite Paving company to begin work at once.

Monday, April 14, 1890

1. Work was commenced this morning laying the ties and rails for the Topeka avenue electric line north of 13th street. ¶ The flat rails in Riverside have been taken up and replaced by T rails, and those removed will be used in the center of the city. Work on the Main street line will commence in a few days.

4. The street railway company are now giving a 20 minute service between 13th street and Garfield university by way of Topeka avenue.

Tuesday, April 15, 1890

1. City council yesterday awarded the contract for construction of the bridge across the Little river at 11th street to J. K. Sawyer for $2900.

Wednesday, April 16, 1890

1. The Water company has begun removing the wooden mains from Douglas avenue and substituting iron ones. The work commenced at Washington avenue and will be extended west to Waco, probably within ten days.

The building known as the Chicago Avenue House, located at west end of Douglas avenue bridge, was destroyed by fire about 2 a.m. today. Building belonged to E. M. Swentzell and was insured for $3-4000.

3. Report of bids received for 11th street bridge at council meeting on April 14.

Council proceedings of April 14: The mayor and city clerk were instructed to procure deed from Mr. Griffenstein for the land for continuation of 11th street.
4. The iron poles for the electric street railway have been ordered and are expected to arrive in a few days.

Saturday, April 19, 1890

1. The stone work for the foundation of the new Rock Island freight was finished this morning. The structure will be 30 by 128 feet and is situated immediately south of the passenger depot on Mead avenue.

Track laying for the electric street car line will begin on North Topeka avenue Monday.

Tuesday, April 22, 1890

1. City council meeting discussed various types of stone for use in new city building. Details.

The Electric Street Railway has 300,000 feet of ties on the way here and will begin widening the gauge on Main street as soon as they arrive.

The franchise granted the Wichita Electric Railway company was altered by the council yesterday, changing it from 21 years to 20 years, as the state law does not permit a franchise to be granted for longer than 20 years.

Work has commenced on improving of Linwood and Hyde parks, and they will soon be placed under the direction of a landscape gardener for completion.

Wednesday, April 23, 1890

1. Laying of asphalt on South Main street was commenced this morning.

Thursday, April 24, 1890

1. The work of placing the incandescent light wires in the new county building is in progress. About 500 lights will be placed in the building when completed.

The Rock Island Railroad has let the contract for construction of 80 miles more road beyond El Reno in Indian territory.

3. Publication of Ordinance 852, amending Ordinance 837 granting franchise to Wichita Electric Railway.

Friday, April 25, 1890

1. Communication from R. Rogers, contractor for city building, to council yesterday regarding stone to be used. Original contract for Augusta stone was changed to Alma
stone, but the Alma stone being received is inferior to the sample and deemed unsatisfactory by the architects.

The new line of the Rock Island was completed to Union City, 12 miles beyond El Reno, today, and regular trains will commence running to that point on Monday.

Mrs. G. W. Freeman, of Lansing, Michigan, is visiting her daughter, Mrs. A. T. Tibbits, at 1112 Pierce (sic) avenue.

**Monday, April 28, 1890**

1. The Jasperite Paving company began work on Douglas avenue this morning by commencing the grading from Wichita street east.

The names in the new directory are being printed.

**Tuesday, April 29, 1890**

1. Increase in receipts in Wichita stock yards compared with one year ago:
   - Week ending April 27, 1889: Cattle 163 hogs 2082
   - Week ending April 26, 1890: Cattle 2097 hogs 8235

Wichita will field a strong baseball team this year made up principally of the old “Clipper” team of last year. The Clipper ball park will be fitted up at once (i.e., in Riverside park).

**Wednesday, April 30, 1890**

1. The new line to the stock yard by way of Topeka avenue will make a much shorter route than the present one. As soon as operation of the new line commences, the company will put on a 20 minute service instead of half hour as at present, and when all connections are completed it will be reduced to a ten minute service.

Laying of track for the electric railway on North Topeka avenue was commenced yesterday. A portion of the iron poles to be used in the central portion of the city have been shipped and also some of the ties, which are expected to arrive in a few days.

4. The residents of the vicinity of 10th and Wichita are circulating a petition remonstrating against the location of the electric plant of the street railway company in their neighborhood.

The furniture for the new Santa Fe depot arrived yesterday.

**Thursday, May 1, 1890**

...
1. Councilman Carson, speaking about the delay in paving between the rails of the Market street electric railway, said he thought nothing would be done to Market street until the tracks on Main street were widened and completed, as the company would have to utilize the Market street line while the Main street work is under way and paving between the rails on Market street would interfere with operating that line. ¶ It is rumored that the Wichita Electric Railway company will abandon the Market street line as soon as the Main street line is completed and connect the Riverside line with the Main street line at Pine and Main. By so doing the company avoids paving between the rails on Market street, which would cost thousands of dollars and not be worth the expense since the Market and Main street lines parallel each other only a block apart.

4. The framework of the new Rock Island freight house, which is being erected just south of the passenger depot, is up, and the structure will be enclosed in a few days.

**Friday, May 2, 1890**

1. City Attorney Wilson confirms that it is the intention of the Electric Street Railway company to abandon Market street and tear up the rails, probably within two weeks.

Note about Cambridge stone, which was used for the new Santa Fe depot in Wichita. The principal quarry is in the city limits, with stone lying near the surface of the ground.

4. The new iron water mains on Douglas avenue have been laid as far as Main street, and the force is now working on West Douglas avenue.

**Saturday, May 3, 1890**

1. Report of special council meeting last night to discuss the stone to be used in the city building. Details. No decision.

4. The paving on North Main street has been completed as far as 3rd street, and men are now working on South Main street.

**Tuesday, May 6, 1890**

1. A portion of the old stock yards are now being torn down to extend the new yards. The covered portions of the old yards are being torn down and being used in extending the west side, towards the packing plants. ¶ The open pens at the lower or quarantine yards will still be used for feeding and watering Texas cattle from below the fever line.

City council yesterday instructed city clerk to advertise for construction of three bridges in Linwood park.

City council last night adopted Cambridge stone for the city building, by vote of seven to five. Details.
Board of education yesterday let contract for the College Hill school building to Mr. Campbell. ¶ Dr. R. W. Stevenson was re-elected superintendent of schools for the coming year at salary of $2500 a year.

The *News-Beacon* has expanded its quarters by occupying the building next door east of its location at 117 West Douglas. Details.

**Wednesday, May 7, 1890**

1. The first half of the city directory, to the letter M, has been printed.

The largest freight train that ever went over the Wichita and Western Railroad was pulled into the city by a single engine yesterday. It consisted of 52 cars.

The Postal Telegraph company will open for business in Wichita next Monday morning at their office in the basement of the Citizen’s bank building.

Contractors began laying the Telford base for the Jasperite pavement on Douglas avenue this morning in the block between Water and Main. ¶ The process is a new one. The base is composed of stone of various sizes laid evenly and compactly. Upon this sand is laid, and it is then rolled with a heavy roller until it becomes a compact mass. Over this a layer of concrete 1½ inches thick is laid as the foundation for the Jasperite. This is a mixture of ground quartz and cement and is prepared at Sioux Falls, South Dakota, and shipped to the city ready for use. It is laid in blocks three feet square and is separated from the base by a thickness of tarred paper. When hardened it may be removed in blocks as easily as flagstone when necessary to reach gas or water mains, etc. With the exception that the grain will be more coarse, the surface of the street when completed will have much the appearance of Portland cement.

Superintendent T. G. Fitch says the Electric Railway company will probably close a contract for their machinery today, and erection of their building on 10th and Wichita will follow shortly.

Twenty-five hundred ninety-one hogs were received at the Union stock yards yesterday, compared with 211 the same day last year. ¶ Total receipts of stock at the yards during the first four months of this year approximate 90,000 head. Few of these have been reshipped, all of the hogs being slaughtered here except for a few loads for the Colorado and New Mexico trade.

2. Council proceeding of Monday, May 5: City engineer was instructed to submit revised plans and estimates for construction of the bridge at foot of 11th street over Little river.

**Thursday, May 8, 1890**
1. The boiler of a Santa Fe engine exploded a few miles east of Wellington last evening. Engineer killed.

**Friday, May 9, 1890**

1. Horse races will be held at the fair grounds tomorrow. The red car will leave Douglas avenue every 15 minutes for the fair grounds.

An employee of the Electric light company stated today that it was almost impossible to keep globes on the electric lights in those portions of the city where the negroes live, as the colored boys shoot them to pieces with “bee snappers.” Along Wichita and Water streets, and on 5th avenue, he said that he had put up globes and they were broken before he got a block away.

3. Advertisement for bids to be received by city clerk until Monday, May 12, 1890 for construction of three bridges in Linwood park according to plans and specifications in city engineer’s office.

4. The ruins of the old Riverview Hotel were thought dangerous and were pulled down by firemen yesterday.

Proudfoot and Bird were second in the competition for plans for court house at Dallas, Texas. A Little Rock man secured the first prize.

**Saturday, May 10, 1890**

1. Article about costs of funerals. A paupers funeral costs $3. The next cheapest, with a cheap coffin with no glass, is $18. The middle class spend from $35 to $50 for a casket. This is the class in which the undertakers mainly deal. Details. ¶ The wealthy may spend $200 to $450 for a casket.

4. Commencing Monday morning, May 12, cars of the Riverside branch of the Wichita Electric Railway company will start from the corner of 1st and Main on the hour and half hour until further notice.

**Monday, May 12, 1890**

1. The Postal Telegraph company opened for business yesterday at 11 a.m. Office is under the Citizens bank. C. L. Pitts is local manager.

Burton car shops laid off 30 workmen Saturday owing to a lack of material.

Contract for the steam plant for the new power house of the electric railway was awarded Saturday to Hoover, Owen, Reutschler, and Company. The engine adopted is known as the Hamilton-Corliss and will be of 414 h.p. The plans for the new power building are
now being prepared. It will be located on the site of the present car barns at 10th and Wichita.

The Riverside street cars commenced to run this morning by way of Water street, and work of removing the wires and tracks from Market street has begun, so as not to obstruct paving any longer than necessary. ¶ The laying of wide gauge tracks on Topeka south of 13th street was in progress this morning and also on Main street north of 10th.

Tuesday, May 13, 1890

1. City council yesterday instructed engineer to draw plans and estimates for a stone arch bridge over Chisholm creek on East Douglas avenue.

Stone for the city building is arriving in sufficient quantities for work to be resumed by Thursday.

City council yesterday passed ordinance compelling the Electric Railway company to pave between the rails on Market street whether or not they abandon that street (Ordinance 863).

Council yesterday received and filed city engineer’s estimate of cost of bridge over Little river on 11th street.

Wednesday, May 14, 1890

3. Publication of Ordinance 863 requiring any street railway to restore condition of any street which they abandon or cease operating onto condition of the remainder of the street (approved May 13).

Advertisement for bids for paving between rails of Market street electric railway line with Trinidad asphalt.

Thursday, May 15, 1890

1. List of Wichita schools. Includes Maple Street school, Levy Street school, Oak Street school, Fairmount school, Central Avenue school, Car Works school, Emporia Avenue school, and Riverside school.

Friday, May 16, 1890

1. Advertisement says Globe Dry Goods store, 418 East Douglas, says they are selling out at cost and retiring from the dry goods business.

Saturday, May 17, 1890
1. The wires and poles of the Market street electric railway line are being removed today.

4. City council yesterday awarded contract for bridges in Linwood park to J. K. Sawyer.

City council yesterday instructed clerk to advertise for bids for 11th street bridge over Little river.

**Monday, May 19, 1890**

1. The new bridge on Central avenue across the Little river was completed Saturday.

**Tuesday, May 20, 1890**

1. The Wallace and Company circus is performing at their tents in Riverside park this afternoon.

**Saturday, May 24, 1890**

1. A special meeting of the council was held this morning to take action in relieving Chisholm creek of its present stench. The matter of permitting the packing houses to connect with the sewer will be investigated.

**Monday, May 26, 1890**

1. Article reports street commissioner cut though the dam on Chisholm creek just above the Hydraulic mill to permit flow of water through main channel of the creek and reduce the stench. Col. Lewis plans to rebuild the dam.

The *News-Beacon* changes today to new five column, eight page format.

2-4. Special articles describing Wichita business firms.

**Tuesday, May 27, 1890**

1. Col. Lewis yesterday discussed his position on the Chisholm creek dam nuisance with the city council. Details.

**Wednesday, May 28, 1890**

1. The electric street car line to the stock yards and car works will now run on Topeka avenue from 13th street north to the packing houses, the cut off having been completed today.

**Thursday, May 29, 1890**

page
4. Report of class day exercises of the high school at Crawford opera house this morning. Commencement exercises will be held at the Crawford this evening for 17 graduates, including Agnes Conway (14 women, 3 men).

5. The Topeka avenue electric street railway was operated last night from 10th street north, the first car passing over it about 8 p.m.

Saturday, May 31, 1890

5. Work will begin at once on paving with brick between the rails of the street car track on 1st street, between Main and Market.

Monday, June 2, 1890

4. A large force of men were put to work on the city building this morning, the Cambridge stone having arrived in sufficiently quantity to warrant the same and to guarantee that no more changes will be made in the material.

Tuesday, June 3, 1890

1. Article summarizes business of stock yards for past five months:
   Receipts May 1889:  
   Cattle - 902  Hogs - 12,136
   Receipts May 1890:  
   Cattle - 8815  Hogs - 36,711

   Senate has passed bill dividing Kansas into two judicial districts. The second district includes 40 counties, with headquarters at Wichita. Details.

4. At school board yesterday, bid by Mr. Campbell for erection of College Hill school building was withdrawn, by reason that material had increased in value. Bids for construction will be re-advertised for.

   Contract for paving between rails of street car tracks on Main and Douglas was awarded by council yesterday to Mulvane and Kepley for Colorado (Ft. Collins) sandstone at $2.45 per yard.

Wednesday, June 4, 1890

1. Article reports complaints about delay in paving Douglas avenue. Owing to break down of one of the crushers it was impossible to get the jasperite as soon as expected, but five cars of the material arrived yesterday. The base has been completed from Wichita street to Washington avenue.

   Article says Lewis academy has been urged to buy the Fairmount college building and move there. Col. Lewis says this might be possible if the city would buy the present Lewis academy building for a high school. Details.
5. Meeting of board of directors of the Wichita Children’s home will take place Thursday at the home, 119 Pennsylvania avenue.

**Thursday, June 5, 1890**

1. A boy complained about a fare dispute this morning with driver of street car No. 33 of the South Main street line.

4. Paving between the rails of the street car track on 1st street between Main and Market began this morning.

The driver of street car No. 25 broke bones in his right hand on Oak street this morning while stepping from a passing car on to his car.

The Santa Fe company is laying pipes from the water main on Douglas avenue south to the Wichita and Western crossing in order to furnish water to the engines of that line without compelling them to cross Douglas avenue, as has been the practice heretofore.

Col. William Mathewson has been elected president of the Union Street Railway company, of Winfield, in which he is a heavy stockholder.

**Friday, June 6, 1890**

1. Contract for the central power station of the Wichita Electric Railway was awarded yesterday to W. H. Sternberg, and work will commence immediately. It will be located on the site of the present barns at corner of 10th and Wichita streets. The structure will front 150 feet on Wichita street and be 85 feet wide on the north end and 40 feet at the south. It will be 20 feet high, with a 60 foot smokestack. Plans were furnished by E. Dumont. Material will be brick furnished by local manufacturers.

4. Five of the ten vestibule cars ordered by the Electric railway company will be here inside of 30 days. The five additional cars will be on hand in time for the new track being laid on Topeka avenue and Main street. The cars ordered are to be the exact counterparts of the ones now in use on Riverside -- size, color, construction, and every other particular.

**Saturday, June 7, 1890**

4. Mayor Clement yesterday signed the contract with Mulvane and Kepley to pave between the street car tracks on Main and Douglas with Fort Collins sandstone.

Riverside park, at foot of Central avenue, will be open to the public all day Sunday.

**Monday, June 9, 1890**
1. Paving of Douglas avenue with Jasperite is finally beginning today. Article describes the process. The jasperite is 98 percent silica and is obtained near Sioux Falls, South Dakota, and the ponderous machinery for crushing it is located there.

4. Southwestern District Fair association accepted the offer of N. A. English for use of the present fair grounds on South Main street for the year.

**Wednesday, June 11, 1890**

4. Workmen began tearing up one line of street car track along Douglas avenue this morning preparatory to widening the gauge for the electric railway and paving between the rails with Ft. Collins sand stone.

**Thursday, June 12, 1890**

1. A stabbing occurred today on North Topeka avenue near where the electric railway crosses the Missouri Pacific.

**Friday, June 13, 1890**

1. The street railway company started tearing up the rails on West Douglas avenue this morning preparatory to changing the gauge for the electric railway. The switch has been constructed at Lewis street, and west side cars will run by way of South Main and Maple streets until the change is made. Work will commence Monday on the North Main street line. The Topeka avenue line is completed to 2nd street, and it is thought the line on Douglas will be completed from Topeka to Main by Monday, when stock yards cars will be run by that route.

4. The paving operations and alterations of the street car system are giving employment to a large number of laborers who would otherwise be idle.

**Saturday, June 14, 1890**

4. The iron poles for holding the wires of the electric railway have been placed on Douglas between Topeka and Main. They are of light make and do not disfigure the street as much as anticipated.

**Monday, June 16, 1890**

4. The foundations are under way on the site of the Electric Railway’s power house at 10th and Wichita.

**Tuesday, June 17, 1890**
1. Board of education yesterday let contract for building of College Hill school house to William Dunscombe for $6109. Building committee recommended plans of C. W. Terry for the proposed addition to the high school, and this was accepted.

Report of a proposal to transfer Garfield university to the State. Details.

4. Heavy rains last night will delay completion of the Topeka avenue electric track a day or two.

Wednesday, June 18, 1890

1. Article complains the census takers have missed hundreds of people in Wichita.

4. Contractor says the 6th ward school building will be completed this week.

Reception for class of ‘90 of Lewis academy was given by alumni last night at the residence of Miss Mary Rutan, 3326 East Douglas.

Thursday, June 19, 1890


Col. Ryder, of electric railway company, says it is probable the North Topeka avenue line will be put in operation this evening and that tomorrow cars will run from Main and Douglas to Topeka and thence north to the packing houses. Water street line will not be disturbed until North Main street line is completed, and then will be torn up and the street abandoned. The Carey Park line is torn up preparatory to widening the gauge and equipping it with electricity.

For the present, until the new power station is completed, the electric railway will use the buildings of the Gilbert plow works as a power station, and the engines and dynamos are now being installed there. This station will furnish power for the line from the Burton car works to Main street, including the Fairmount line, while the power station at Riverside will furnish power for the Riverside and Alamo line. The company at present have 200 men employed upon the construction of tracks.

Friday, June 20, 1890

1. Rumor that the watch factory may be purchased by a casket and furniture manufacture.

4. The street railway company began tearing up the rails on North Main street this morning preparatory to widening the gauge for the electric railway. A single track will accommodate the cars until the change is made.
Saturday, June 21, 1890
page 1. The Electric Railway company began operating the North Topeka avenue line this morning starting at Main and Douglas and running north on Topeka avenue to the packing houses. A 15 minute service is being given away today and tomorrow, but beginning Monday a 10 minute service will be adopted. ¶ The Water street line has therefore been abandoned by packing house cars and is only being used from Pine to 1st by the Riverside line. ¶ The company had 310 men on the payroll last Saturday night.

4. Ground was broken last Wednesday for the new College Hill school house.

Tuesday, June 24, 1890
page 4. The new cars for the electric street railway are being painted green and white.

Wednesday, June 25, 1890
page 1. Mulvane and Kepley began paving between the rails of the street car track on North Main street this morning commencing at Park street. The material used is Fort Collins, Colorado sandstone.

Thursday, June 26, 1890
page 4. The electric street car track on North Main street is fast being laid. It will be ready for the cars early next week.

Friday, June 27, 1890
page 1. The track for the electric car system on North Main street is nearly completed. The iron is almost all spiked. Early next week cars will be running to Riverside by that route.

R. F. Wilson, contractor for the Jasperite paving says that there are now 27 car loads of paving material on the road from Sioux Falls, South Dakota, to this city. One car load arrived yesterday, which is the first since June 13.

Saturday, June 28, 1890
page 4. Car No. 1 had its trolley broken last night at the switch near Dold’s packing house. It delayed travel about 30 minutes.

The excavation for the east track of the electric car line on Main street is about completed and the ties nearly all down the full length of the projected double track. The West Side has the rails laid. Monday work will begin on laying iron on the east track and placing the iron posts.
Monday, June 30, 1890

Manager Fitch of the electric street railway stated this morning that the Main street line would be ready to accommodate the public on July 4.

The electric car track for several blocks north Central avenue (sic) is already paved with Fort Collins stone. The curve is down for the East Oak street route and a gang of track layers are busy making that extension.

Tuesday, July 1, 1890

Report that a petition will be submitted to the city council to vote bonds for the Dakota, Wichita, and Galveston railway. Other railroad petitions are being circulated. Details.

Wednesday, July 2, 1890

Proclamation of city council meeting July 1: Resolution adopted that city engineer be instructed to prepare estimate of cost of a timber dam across Little river at the mouth, which shall raise the water level from 18 to 24 inches.

Thursday, July 3, 1890

The amount of work done on the electric railway track along Main street since last Monday seems almost incredible. The double track and curves are all down except the one at the corner of Main and Douglas, which latter will be completed today in ample time to make good the promise that electric cars would be running on Main street by July 4. The Topeka avenue line is now working all right, but even better service will be given upon the arrival and placement of the eleven new motors, expected now daily.

Pipe for the extension of the water main to the new College Hill school building arrived yesterday, and laying it will commence at once. About 1000 feet of pipe is required.

Horses are cheaper now than they have been for years in this market. A farmer can pick up a fair plug for $35 to $40, whereas the same class of animal would have brought $60 to $75 a year ago.

Saturday, July 5, 1890

Stringing the wire on North Main street was finished yesterday and the first electric motor to run over the line left the corner of Main and Douglas at 11 o’clock. It ran to Pine street and was there switched to the Riverside line. During the afternoon the Riverside cars all ran by way of Main street, while the ball park and Alamo cars used the Water street line to Pine. The new line ran smoothly with only one accident during the day, a motor being derailed near 3rd street about 2 p.m. and blockading the line for about 20 minutes.
4. A collision between two electric cars took place yesterday at the switch on the Riverside line, between Wichita street and Waco avenue. One of the cars was damaged, but no one was hurt.

Paving between the rails on street car line on North Main street has been completed as far south as Oak street.

Manager Fitch reported that the electric lines yesterday carried nearly 11,000 people, this estimate being based on the cash receipts. Owing to the densely crowded cars which made it impossible for the conductors to get to many on the platforms and clinging to the cars, the company must have carried 3000 or 4000 free.

**Monday, July 7, 1890**

The track for the electric cars has been completed on the west side from the Douglas avenue bridge, to the corner of Maple and Seneca streets, and workmen today are laying the connecting link between Main street and the bridge.

**Tuesday, July 8, 1890**

1. School board yesterday accepted bid on the high school addition of $5370 by J. H. Nixon. It was $972 above the estimate by the architect, but the contractor argued that the estimates were made too low by the architect, C. W. Terry.

4. The electric railway company have removed the rails of the old South Water street line and will use them in other portions of the city.

The switch and crossing being put in at the corner of Main and Douglas is a complicated piece of work. It is the third one the company has made. The first was made on the supposition that the streets joined at right angles, which was found not to be the case when it came to be laid; and necessitated the manufacture of a new one. The work was done at the Fairies machine shop.

**Wednesday, July 9, 1890**

C. H. Luling announces himself as a candidate for re-election to the office of clerk of the district court.

**Thursday, July 10, 1890**

Mulvane and Kepley are pushing the work of paving between the rails on North Main street and expect to complete the work within a few weeks.

**Friday, July 11, 1890**
4. The west approach to the 13th street bridge is in a bad condition.

Saturday, July 12, 1890

1. Report of a balloon ascension and then parachute drop yesterday from show lot at corner of 4th avenue and 1st street, by Professor Charles W. Meyers, aeronaut. Says he is the first to do so in Wichita. Details.

4. The electric railway expects to give service on Chicago avenue tomorrow. Mule cars will be run until the wires are strong and connection made with the east side line.

Monday, July 14, 1890

1. The street railway company is finishing a regular service on Chicago avenue, using mule cars, and the Maple street line has been abandoned. The company is rapidly replacing the narrow gauge track on South Main street with the standard gauge, and the line will be ready for use within a short time.

The new freight depot of the Rock Island was taken possession of by the company this morning and opened up for business. W. H. Harbig is the freight agent.

4. Paving of English street from Main to Market with vitrified brick is well under way, half of the block being completed.

The roadway on the street car line between Main street and the bridge is hard on the mules. The space between the ties has been left unfilled to be ready for the paving, and the mules have to pick their way over the bare ties.

Tuesday, July 15, 1890

1. City council yesterday received from city engineer statement of cost of paving between the rails of the Wichita Electric Railway company’s tracks on Main street between Lewis street and Park street, chargeable to the company as per their franchise.

Wednesday, July 16, 1890

4. Paving between the rails of the North Main street electric railway track began at Douglas avenue this morning.

Council proceedings of July 14: Contract let for construction of an iron pile bridge over Chisholm creek on Douglas avenue to J. K. Sawyer for $4150. ¶ The public improvement committee were instructed to see the street car company and determine what proportion they are willing to pay toward the cost of this bridge.

Friday, July 18, 1890
Pavers employed on paving between the tracks on North Main street struck for higher wages yesterday and as a result are now out of work. Mr. Mulvane, the contractor in charge, said the men were getting $3.50 per day and he thought this amount sufficient in these hard times and that he could not afford to increase their wages. Another article July 19 on page one says the men had been paid $4.00 per day last winter but in April were reduced to $3.50 per day, and they wanted the pay increased back to $4.00 per day.

Saturday, July 19, 1890
Laying of rails for the South Main street electric railway has been completed except for two blocks.

Monday, July 21, 1890
The amount of money paid out thus far in all departments connected with construction of the electric street railway is $125,000, of which $40,000 was for labor. Thus far 9½ miles of track have been constructed.

Wednesday, July 23, 1890
From 12th street north to Carey park the street car company is temporarily operating the line by mule power, but south of 12th connection is made with the electric motors.

The jasperite paving on the south side of Douglas avenue was completed today.

Friday, July 25, 1890
Changed from five column to seven column paper.

Saturday, July 26, 1890
A large force of pavers is at work today on Main street and it is expected that the stone pavement between the car tracks between 2nd street and Douglas will be completed this evening.

Monday, July 28, 1890
The late Wichita Journal (daily) is in the hands of a receiver and the News-Beacon has bought title and interest to the city circulation of this late publication.

The Wichita Street Railway company began operating the West Side line with electricity this morning, the electric car running to within a block of the Garfield university, and by tomorrow it will run to the university. A test car was also sent over the South Main street line as far south as Lincoln street.
The Riverside and Suburban Railway company has been sued for $5000 damages on behalf of Edwin G. Gangwish, a child underage 21 years by his attorney Harold L. Arnold. Plaintiff alleges that he was injured and crippled for life by a severe shock from an electric wire of the company which was negligently allowed to lay on the ground where the plaintiff came in contact with it.

Wednesday, July 30, 1890
page 1. The brick work is well under way on the College Hill school building.

Friday, August 1, 1890
page 1. E. B. Jewitt became postmaster of Wichita late last night, succeeding Frank B. Smith.

Monday, August 4, 1890
page 1. Electric cars are now being run regularly on the South Main street line.

Tuesday, August 5, 1890
page 1. Men are putting in a curve on Main and 13th streets today. They will then build the track east on 13th to Market and tap the Fairmount line. Work is expected to be completed this week and then the cars will run from Main and Douglas direct to Fairmount via Main and 13th without change of cars. This does away with the delay and transfer at 13th and Topeka.

Saturday, August 9, 1890
page 1. The headlight on No. 20 one of the electric cars on the Topeka line, exploded last night. No damage done.

Paving of the Main street car tracks is progressing slowly.

Wednesday, August 13, 1890
page 1. The electric railway are sending the old rails and couplings back to St. Louis to be used for old iron.

Thursday, August 14, 1890
page 1. The old street car track on Douglas avenue is being removed and the grading preparatory for the paving being done.

Saturday, August 15, 1890
page
1. The power house of the electric railway is under roof.

The jasperite paving on Douglas avenue is about completed.

**Monday, August 18, 1890**

1. The engine for the new electric railway power house is of 400 h.p., the fly-wheel of which weighs 26,000 pounds.

**Wednesday, August 20, 1890**

1. The electric railway company has men at work putting in a curve on 13th street and Topeka avenue so as to connect the Fairmount line with the Topeka avenue line. As soon as the new vestibule cars arrive, which are expected this week, a half hour service will be given from Fairmount to Main and Douglas via Topeka avenue without a transfer.

**Wednesday, August 20, 1890**

1. When the curve at Topeka and 13th is completed, the packing house and car works line will run south on Topeka to 13th street, thence west to Main, connecting with the North Main street line.

The notorious “Cyclone” was run in by the police last night on the charge of drunkenness.

**Monday, August 25, 1890**

1. Report of a baseball game between Wichita and Augusta yesterday at Riverside.

The street car line to the stock yards runs now by way of North Main street to 13th, thence east to Topeka avenue, thence north. The change was made this morning and a 20 minute service given. The Fairmount line runs by way of Douglas and Topeka avenues north to 13th street, with a 30 minute service.

**Thursday, August 28, 1890**

1. The plumbing, gas, and steam fitting contract for the YMCA building was awarded to the Bennett Brothers at $3235.

**Friday, August 29, 1890**

1. The post office will commence moving into the new government building tomorrow night and by Monday evening will have transferred everything from the old stand to the new.

Councilman Carson left yesterday for the stone quarry at Cambridge to ascertain the cause of the delay in furnishing stone for the city building. He returned this afternoon and says
Saturday, August 30, 1890

no further delay will occur, a sufficient force of men having been put to work to furnish six car loads of stone a week.

Saturday, August 30, 1890

The Law school of Garfield university will open Tuesday, September 2. The lecture and recitations will be held at the Lewis academy until other quarters can be secured.

Monday, September 1, 1890

A free for all fight was indulged in last night at the Alamo picnic (presumably means the Alamo car line still operating).

Tuesday, September 2, 1890

Council proceedings September 1: Ordinance adopted to issue material improvement bonds for $39,850 to pay for the paving of center of Main street from Park avenue to Lewis street and of Douglas avenue from point 37 feet west of east curb line of Wichita street to west curb line of Washington avenue with Fort Collins sandstone.

Saturday, September 6, 1890

Dr. S. S. Noble, acting for state board of dentistry, filed suit against Dr. E. H. Creditor for practicing dentistry without a diploma.

Monday, September 8, 1890

The electric railway connections at corner of Douglas and Topeka will be completed today and cars will run from Fairmount to Main and Douglas tomorrow morning.

The Santa Fe has put in a switch to the Exton warehouse on 5th avenue. The warehouse, one story with basement, is ready for the roof and is 162 by 32 feet.

The three hospitals in Wichita are all on one street -- 4th avenue -- two north of Douglas and one south, and many people get them confused. The City hospital is farthest north and is the newest in the city. It is at 1105 North 4th and is under the auspices of the homeopathic branch of the medical profession. Next is St. Francis at 957 North 4th. The third, Wichita hospital, formerly called the Benevolent home, is the oldest and is at 1021 South 4th and is the largest of the three hospitals. ¶ In addition, the Children’s Home on Ohio street, is an important institution and cares for one to two dozen infants who are orphans or neglected or abused. On September 1 the hospitals had 27 patients in all -- 7 at City, 13 at St. Francis, and 7 at the Wichita.
4. Stock yards Superintendent W. R. Dulaney has ordered the immediate erection of a new exchange building on the Wichita Union Stock Yards company’s grounds, close by the new yards and between them and the packing houses. The new building will be one story, 36 by 84 feet running east and west. The building is needed because the new yards are inconveniently far from the large old brick exchange building near the old yards, which are now used only for quarantine stock. The new exchange should be ready in about three weeks.

Public schools will open Monday, September 15. Teachers for each school are listed. List includes Riverside school with one teacher, Kate Coffey, teaching B, C, and D primary grades. Also Burton school with four teachers and College Hill with two teachers. Details.

Note says it is the rule of the street car company for cars to stop to receive and discharge passengers on the far side of the street crossing, not the near side.

Thursday, September 11, 1890

4. The Electric Railway company began operating the Douglas avenue line today from Topeka avenue to Main street.

Tuesday, September 16, 1890

4. Council proceedings September 15: A communication from Sisters of the Sorrowful Mother offering to care for all the indigent city sick for $100 per month or two-thirds of them for $75 per month. Referred to special committee.

Friday, September 19, 1890

4. The European hotel has changed hands, the Mahan Brothers having sold out to John Fobee, an old resident. It will be managed by L. Reno, an old clerk of the hotel.

Tuesday, September 23, 1890

4. Council proceedings September 22: Committee on parks recommended a proposition to vote $60,000 in bonds for park purposes be submitted to voters in November election. To be discussed at next meeting: Proposed is to establish a large city park embracing Griffenstein’s, Davidson’s, and Shuman’s parks. Griffenstein has offered to sell his park to the city for $20,000. J. O. Davidson offered to donate his park to the city provided the city connects the three parks with bridges (costing about $9000) and spends at least $10,000 more in beautifying the grounds. It is estimated Shuman’s park at end of Central avenue can be purchased for $15,000. Combining all three would form a park of 86 acres. The total cost would be about $54,000, and the remaining $6000 is proposed to be spent on Linwood park.
City engineer instructed to prepare plans and specifications for a pile bridge over Chisholm creek on Douglas avenue at cost not to exceed $2000 (apparently previously approved iron pile bridge not built?).

**Wednesday, September 24, 1890**

4. Lizzie, who used to run from Wichita to Valley Center in boom days, stands like an orphan today on the electric car line on Douglas avenue. Lizzie is the name of a steam motor. She will probably be serviceable during fair time, but is requiescent now.

**Thursday, September 25, 1890**

4. The electric railway was yesterday completed to the fair grounds. Paving between the rails of the electric railway track on Main street is completed as far as the street is paved, and is now being pushed east on Douglas avenue, from Emporia.

**Saturday, September 27, 1890**

4. Workmen are filling up the canal on Market street with cinders. Fair week starts Monday, September 29. Superintendent Fitch of the electric railway announces that his company will give a five minute service from Douglas avenue to the fair grounds during fair week. This will not interfere with regular service on other lines, but transfers will be made at Main and 13th (?) to and from Riverside. Within the exception of four blocks on the Riverside route, all the cars will be run by electric power.

**Monday, September 29, 1890**

4. Article reports opening of the fair today. Details. Entrance of grounds has been changed so that those arriving on street cars are admitted through a gate at northeast corner of the fair grounds, while vehicles will enter at the old gate. Transport to the ground is much improved, the slow plodding mule cars of last year having been replaced by the electric railway system, which is about five times as fast and not half so dusty.

**Tuesday, September 30, 1890**

4. City council yesterday voted against the proposal to vote bonds for park purchase (see September 23). Details. Vote was nine to two against.

Council yesterday accepted city engineer’s estimate for pile bridge near Chisholm creek at Douglas avenue and instructed city clerk to advertise for bids.

**Thursday, October 2, 1890**
4. Last evening one of the summer mule cars, loaded with people and attached to an electric motor, suddenly broke down and the rear end dropped on the rails with a solid thud. It was found that the axle, nearly 3 inches in diameter, had broken square off and each end close to the wheel. The iron was coarse and crystallized.

Article reports the Wichita Medical College opened its second year with exercises last evening at the Lewis Academy. Details. Article lists the faculty members of the school. The school’s lecture room is in the Sedgwick block and clinics are given at St. Francis and Wichita hospitals.

Friday, October 3, 1890

The electric cars carried 12,000 people to the fair grounds yesterday.

Saturday, October 4, 1890

Superintendent of Schools Robert W. Stevenson reports number of pupils enrolled at each of the 18 public schools:

<table>
<thead>
<tr>
<th>School</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Burton</td>
<td>157</td>
</tr>
<tr>
<td>Carlton</td>
<td>346</td>
</tr>
<tr>
<td>College Hill</td>
<td>154</td>
</tr>
<tr>
<td>Emerson</td>
<td>256</td>
</tr>
<tr>
<td>Emporia</td>
<td>145</td>
</tr>
<tr>
<td>Fairmount</td>
<td>103</td>
</tr>
<tr>
<td>Franklin</td>
<td>294</td>
</tr>
<tr>
<td>Harry</td>
<td>120</td>
</tr>
<tr>
<td>High School</td>
<td>263</td>
</tr>
<tr>
<td>Irving</td>
<td>314</td>
</tr>
<tr>
<td>Kellogg</td>
<td>275</td>
</tr>
<tr>
<td>Levy</td>
<td>45</td>
</tr>
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<td>Lincoln</td>
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<td>McCormick</td>
<td>154</td>
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<tr>
<td>Normal</td>
<td>14</td>
</tr>
<tr>
<td>Park</td>
<td>255</td>
</tr>
<tr>
<td>Riverside</td>
<td>35</td>
</tr>
<tr>
<td>Washington</td>
<td>413</td>
</tr>
<tr>
<td>Webster</td>
<td>299</td>
</tr>
</tbody>
</table>

Total -- 3766

Monday, October 6, 1890

Douglas avenue is now completely paved as far east as 5th avenue, the electric railway company having finished paving between its tracks to that point. The Santa Fe is now at work preparing the bed for planking between their tracks on 5th avenue on each side of the street. Between the freight and passenger depots on opposite sides of Douglas avenue, the space free from tracks is to be paved with the same kind of stone as that laid between the electric line tracks. The stone is on the ground.

The electric cars will give a 10 minute service on Topeka avenue beginning today.

The annual report of the city schools of Wichita for the year ending June 30, 1890 were issued Saturday. It is a neat 131 page pamphlet. Total school population was 7281.
Tuesday, October 7, 1890

The present arrangement of electric car routes and times of services are as follows: ¶ Cars leave Main and Douglas for the stock yards and packing houses every 10 minutes via Douglas and Topeka avenues beginning at 6:20 a.m. The first trip and every fourth trip thereafter extends to the Burton car works, making trips to Burton 40 minutes apart. The last car for Burton leaves Main and Douglas at 9:40 p.m. except on Wednesday and Saturday nights, when the last run is at 10:20 p.m. The last run to the stock yards is at 10:20 p.m. daily. ¶ Cars to Fairmount run by way of Main and 13th streets. Cars start from Fairmount at 6:40 a.m. and run every 30 minutes at ten and 40 minutes after the hour. The last evening car for Fairmount leaves at 10:10 p.m. ¶ Cars for Fairview avenue and 17th street commence at 6:45 a.m. and run every 15 minutes until 10:00 p.m. ¶ Cars for South Main and cars for Riverside run at 20 minutes and 50 minutes after the hour north and south from Main and Douglas beginning at 6:20 a.m. The last car at night leaves Main and Douglas at 9:50 p.m. for South Main, and returning, leaves Main and Douglas for Riverside at 10:20 p.m.

The Lehmann-Higginson Grocery company expect to be prepared for business on the 15th. Mr. Lehmann lives at 448 Waco avenue and Mr. Higginson at 1105 University.

Wednesday, October 8, 1890

In giving the electric car service in yesterday’s paper, the west side route was omitted. Service on this route beings at 6:40 p.m. from Main and Douglas and runs every 20 minutes. The last car leaves Main and Douglas at 10:00 p.m.

Thursday, October 9, 1890

The electric line carried 40,000 people to the fair.

Friday, October 10, 1890

Publication of Ordinance 815, changing and enlarging the corporate limits of the city of Wichita. Gives complete description.

Wichita is concentrating. The house on North Topeka which stood across the electric line track yesterday and is now in position north of the Mitchell block was brought up from away down southeast in one of the Schweiter additions. It is quite a stylish dwelling and is now on the property of Chet Firebaugh.

Article describes the interior of the new court house, location of offices and court rooms, etc. Details.

Monday, October 13, 1890
4. The electric line cars are to show by their colors where they go. For night service the colored lights will signify as follows:

- Fairview avenue cars red light
- Fairmount cars green light
- Riverside and South Main cars white light
- Stock Yards and Burton cars red light

All except the Stock Yard and Burton cars run partly on Main street. The latter run on Douglas and Topeka avenues.

Tuesday, October 14, 1890

City council yesterday awarded contract to J. K. Sawyer for construction of Douglas avenue bridge over Chisholm creek for $1490.

City council yesterday voted to submit to voters a board issue of $30,000 for construction of Dakota, Wichita, and Galveston Railway.

Wednesday, October 15, 1890

The United Brethren have finished their house of worship and it is to be dedicated next Sunday.

Thursday, October 16, 1890

Fire destroyed the large barn owned by the Electric railway company at corner of 4th and 15th last night. The building destroyed was built originally for a barn, but when the electric system was adopted the barn was converted into a warehouse, and at the time of the fire last night there were eight stoves, a number of repairs, supplies, and trucks, besides a car and one horse, all of which were destroyed by the fire. The horse was owned by Asa Fisher. The building was located within two blocks of hose house No. 3 but outside of the water district, consequently nothing could be done to prevent the spread of the flames until the chemical from No. 2 arrived, and by then it was beyond the power of the fire department to save anything. The origin of the fire is not known. The total loss was about $3000.

Report of city schedule for month ending October 10. Total pupils enrolled 3897. Average number pupils enrolled 3607. Average daily attendance 3418, or 95 percent. Of total, 1845 are boys and 2052 are girls. The high school had in senior class 19, junior class 50, in second class 93 and in first, 104, or total of 269 students.

Friday, October 17, 1890

The county officials will begin moving into the new court house tomorrow afternoon.

Monday, October 20, 1890
The county officials are all snugly ensconced in their bright and cheerful offices in the new court house today.

Friday, October 28, 1890

Legal publication of petition in regard to bond issue for Dakota, Wichita, and Galveston Railway Company. Details.

Wednesday, November 5, 1890

Report of election results yesterday.

Thursday, November 6, 1890

The electric cars now run on Douglas avenue east to 5th avenue and west to near the university. The connecting link in the track at 5th avenue will be completed in a day or two, and then the electric cars will run to the end of the track east.

Saturday, November 8, 1890

Six new vestibule cars for the Electric railway company are expected to arrive today. The new electric power house will be operated in a few days, as the last link necessary is on the way. The plant has been ready except for lack of 50 feet of pipe for three weeks. The pipe has only just been completed and shipped. The new cars for the company will being to arrive the first of the week and will continue to come as fast as they can be put to use, the company finally having accepted the cars made at Kansas City.

Wednesday, November 12, 1890

The walls of the new city building are up to the base of the 4th floor.

Monday, November 17, 1890

The Santa Fe company are laying the foundations for their new freight house south of their passenger depot. The new house will cover 304 feet along the track and will be 50 feet wide. Fifty-four feet of the building at the north end will be two stories high and will contain the offices. The building will be a frame and covered with iron.

Tuesday, November 18, 1890

The city engineer is busy at work making a new map of the city for the benefit of the street naming committee.
Wednesday, November 19, 1890

4. The Burton car works are enjoying a business boom.

Friday, November 21, 1890

4. J. O. Davidson returned last evening from a business trip to Boston and other eastern points.

Report of council meeting yesterday discussing the condition of the jasperite paving on Douglas and paying for same.

Saturday, November 22, 1890

4. A new school building has been started on the corner of 11th and Cleveland.

Tuesday, November 23, 1890

4. Moving houses from the suburbs to the city still continues.

The jasperite pavement on Douglas is marred by a great many holes.

Wednesday, December 3, 1890

4. A brand new set of cuspidors have been placed all through the new county building.

Thursday, December 4, 1890

4. Interview with Col. H. W. Lewis on the current national financial depression. Details.

The Electric Railway company is building a line to the Crawford opera house for the accommodation of theater goers.

Monday, December 8, 1890

4. The dirt train on the Wichita and Western road, which was backing out at 2:50 this afternoon, ran into an electric street car on South Main street. The street car was thrown from the track and turned completely around but not overturned. The car was considerably damaged. No injuries.

The old Benevolent home building on North Topeka, is to be turned around on the lot, and Charles Firebaugh will move one of the houses from Swelter’s addition on the other part of the lot.

Friday, December 12, 1890
A petition is being circulated today asking the next legislature to purchase the Fairmount College and convert it into a soldiers’ home or state institution of a similar kind. The trustees agree to give up the building and its fine tract of ground to the state for a public institution providing the state assumes the accrued indebtedness of about $25,000, or about one third of the actual cost value of the property.

Saturday, December 13, 1890

The wooden school house on Wabash avenue near corner of 1st street has been moved to the corner of 11th street and the foundation of the new school house on the same premises has been commenced.

Wednesday, December 17, 1890

“A Big Failure.” “The Jasperite Pavement on Douglas Avenue Crumbling to Pieces.” Mayor Clement and a party of taxpayers were around today examining the jasperite pavement on Douglas avenue. They had with them a couple of men with picks, but the picks were not needed, for they could kick off chunks of the pavement with their boot heels just as easy a by picking it. Nobody present had ever before thought the pavement was so worthless. A person could actually take up a chunk of it and squeeze it into dust in his clenched fist easier than he could reduce a lump of brown sugar to granulation. Mayor Clement observed that a sound place in the pavement could not be found between Main street and the Santa Fe depot.

Thursday, December 18, 1890

The Santa Fe freight house is nearing completion. The brick work is all done and nothing now remains but to put on the roof.

Tuesday, December 23, 1890

Council proceedings December 22: City engineer’s final estimate for construction of bridge over Chisholm creek on Douglas avenue was adopted and filed.

Friday, December 26, 1890

The directory of fur (sic) lines of the Missouri Pacific Railroad system met at the office of Superintendent Harding Tuesday and passed resolutions consolidating the Wichita and Colorado, Interstate, D. M. and A. and V., V. I. and W. The consolidated lines will hereafter be known as the Kansas, Colorado, and Pacific.

Saturday, December 27, 1890
4. The Masons have made a proposition to the trustees of the First Baptist church to purchase their property on corner of Market and 1st streets for a site for a Masonic temple. The church people will meet in a few days to consider the proposition.

Tuesday, December 30, 1890

4. The YMCA of this city held their first meeting in the new building on corner of 1st and Topeka last night.

Wednesday, December 31, 1890

1. Charles Luling lost his court suit against W. W. Agnes to overturn result of November election and retain the office of clerk of the district court. Details. (Details of trial reported daily for about past week.)