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 1883 WICHITA EAGLE

Wichita Eagle
Thursday, January 4, 1883
page
2. The Frisco Railroad gross earnings during 1882 will be about $3,610,000, about $450,000 more than in 1881 due to the short crop in 1881. Net earnings will be about $1,920,000, and after paying all fixed charges and the dividend on the preferred stock, the company will show a surplus for the year of over $500,000.

3. The City Directory will be out next week.

Thursday, January 11, 1883
page
3. The board of directors of the Wichita street railway corporation held a meeting last week, at which Colonel Hartzell, of Topeka, was present. We are informed that the stock is practically all taken and that work will be commenced within the limit prescribed by the ordinance granting the franchise.

Thursday, January 18, 1883
page
3. The new city directory of Wichita for 1883 complied and published by Glenn and Cox, of Lincoln, Nebraska, is out and delivered.

Thursday, January 25, 1883
page
3. The Zephyr Mills, at corner of 1st street and 5th avenue, are now running.

Finlay Ross has moved the great furniture emporium to his new building on the west side of Main street, opposite the post office.

Thursday, February 1, 1883
page
3. The Citizens Bank, of Messrs. Davidson et. al., is now in business on Main street opposite the post office.
Between 8,000 and 9,000 tons of ice have been put up in Wichita this winter.

Judge W. P. Campbell has sold his residence on the corner of Market and 1st streets, opposite the Opera House, to John Davidson and will build a brick on his lots on N. Emporia.

Thursday, February 8, 1883
Page 3.

The proposition to subscribe aid to the Ft. Scott and Wichita Railroad was voted yesterday by this city.

Thursday, February 15, 1883
Page 3.

It is said the street railway enterprise is a fixed fact. The incorporators claim that the necessary capital has been enlisted. At any rate the line was measured last week. There is no use of any survey. The line is to commence at the lower depot and run west to Main street, up Main to Central avenue, east on Central to Topeka avenue, north on Topeka avenue to Oak street, east on Oak street to Railroad street and then north to the upper depot, with side tracks and turn tables. The entire length of the road is nine thousand two hundred and ninety feet, or a little less than two miles. Cars are to pass every fifteen minutes each way. The company want 24,521 cubic feet of clean gravel, and 21,000 feet of oak timbers and plank. The time for which the franchise was granted, with which to commence work, expires within a short time, which, if not complied with the chance will be open for other enterprising capitalists, at least one of whom announced his readiness to put in the work on short notice.

Thursday, February 22, 1883
Page 3.

Officers elected by the Library Association last Saturday for the coming year are listed. E. B. Jewett is president.

The city council have offered full rights to J. W. Pinkston and associates to erect works, manufacture and sell gas in this city for a term of 25 years. If the company accepts the franchise they will commence work within 90 days and have at least four miles of mains laid within 12 months. Details.

The Ft. Scott and Wichita Railroad has been named “the sunflower route.”

The mains for the Water Works are being put down. About 100 men are engaged. The mains are going down for over half a mile along Central avenue. They are being put down next to the sidewalk instead of in the center of the street.

The Kansas National Bank, formerly the Farmers and Merchants Bank, is being newly furnished and renovated.
Thursday, March 1, 1883

2. Comments by J. R. Mead on early settlers in this area. Details. Says Jesse Chisholm died on March 4, 1868 and is buried on the North Fork of the Canadian, in front of Little Mountain.

3. Article reports death of “Tangle,” daughter of M. M. Murdock, last Sunday of spinal meningitis, age ten.

Dr. H. O. Burleigh lives in first house west of union depot.

W. C. Woodman will finish his bank block this season, and at an early date the Arkansas Valley Bank will occupy the handsomest room and building in the great happy valley.

Ferrell has bought the vacant lots opposite the post office.

Work on the street railway has actually begun and gravel is being hauled.

Letter by L. B. Ferrell responding to complaints of overcharging by the telephone company and saying that the telephones are a patent and the company here is compelled to pay almost half the gross earnings as a royalty.

Thursday, March 8, 1883

3. The Turners will hold a masquerade party March 26th to raise funds for completion of frescoing the walls and ceiling of the Opera House, which will cost about $1,000.

The second story of Arthur Allen’s business corner is nearly up.

The engine and boilers of the water-works are being put in place and something like five miles of mains are already in.

Colonel Hartzell, we are informed, is east buying iron and cars for the street railway.

Thursday, March 15, 1883

3. A portion of the rails and one car load of the hard timber for the street railway will be here this week, Mr. Hartzell informs us. The superintendent of construction arrived Monday. The company have bought three lots north of the Occidental Hotel, on the same side of the street, for stableing and car yards. The tinkling teams will soon be moving back and forth from depot to depot, when those who don’t like the walking can ride.

The boilers of the water-works are in place, and the foundations for the engine, pumps and stand-pipe have been laid.
The city council at their last meeting ordered 1500 feet of hose with nozzles and two hose carriages, at a cost of $1800.

**Thursday, March 29, 1883**

1. “The Arkansas River is the Nile of America and Wichita is her Thebes.”

   There are 543 business firms and business places and industries in Wichita according to the last directory, against 117 of like character in 1875 and 95 in 1872.

2. Article describes the Wichita Creamery Company, which was organized about February 1, 1883 and put in operation by March 15. President is R. E. Lawrence. Many details.

Long article about the Wichita Street Railway.

Article lists the six banks in Wichita and their officers:

- Arkansas Valley, established 1870
- Wichita National, established 1872 as the Wichita Savings Bank
- Kansas National, established 1876 as the Farmers and Merchants Bank
- Kansas State, established 1880
- Citizens, established 1883
- Bank of Commerce, established 1883

Article about the Wichita water works. Details.

Article about the Wichita flour mills. Details.

3. Long article about building plans in Wichita this year. Details.

   J. W. Pinkston and associates have accepted the franchise for the gas works. Details.

   Article gives details of the new iron bridge to be built soon.

   The Arkansas Valley Fair Association purchased new fair grounds on Monday on the west side of the river from Enoch Dodge and have been moving their buildings from Shuman’s park.

**Thursday, April 5, 1883**

page
2. Work began on the extension of the St. Louis, Ft. Scott and Wichita road from Eldorado to Wichita last Monday.

3. The rails are going down on the street railway, commencing at the lower depot on Douglas avenue.

The Santa Fe Railroad is running a six inch water main from the water tank at the lower depot up to the passenger depot. The work was finished on Monday.

A six drive-wheeled engine on the Frisco left Wichita last week for St. Louis with 57 freight cars, making a train of upwards of 1700 feet in length. One engine on the Santa Fe pulled 63 cars from Newton to Wichita once, which was the longest ever pulled in or out of Wichita by one engine.

Thursday, April 12, 1883

3. A. H. Gossard has sold 50 by 70 feet on the northwest corner of Douglas and Main, long known as the old Keno corner, to the Citizens Bank, which will erect a building there.

“A half mile of the street railway is down. Dr. Fabrique says he has commenced to save up his nickels as he is disgusted with walking.”

The city council at a meeting last week granted the Ft. Scott and Wichita Railroad Company the right of way along any street north of Central Avenue, or along any street north of Douglas Avenue to the river; or down any street west of Main. We believe those to be the limits. The above company not only desire to reach the bank of the river, but want to get a location for their depot as near the center of business as practical. Mr. Tiernan gave no sign or intimation of their choice as they will be controlled largely by the prices asked for grounds, but a location on both south and north Main Street have (sic) been talked of, and a space near the west end of Douglas Avenue and of lots near the Santa Fe freight house, and also, of a piece of ground on the bank of the river south of the bridge. Everybody is opposes to the present location of the Santa Fe and Frisco depot as being too far away from town. If the Ft. Scott and Wichita depot is located near the center of business and the Missouri Pacific buys, or operates, the new road -- and of which we have little doubt -- then the Santa Fe people will have to come nearer to the town and its business. If the proper interest had been taken by prominent citizens, the first mentioned depot would never have been located so far away. Of course, the street railway company is or will also be interested in the location of the new depot, as they will want to take it in if possible. (Editor’s note: This article is entitled “The Ft. Scott and Wichita Depot.”)

The stand pipe at the water-works is 150 feet high and makes a conspicuous landmark.

Note mentions the new dry goods firm, the Golden Rule Store, of Nassauer and Hirsh, in Roys Block on Douglas avenue.
Thursday, April 19, 1883
page 3. The pumps at the water works were tested last week and at 67½ pounds pressure threw 30 barrels per minute out of the top of the standpipe 150 feet above the ground.

The iron for the new bridge has been done for five or six weeks but the stone piers are going up very slowly.

Thursday, April 26, 1883
page 3. The 4th Annual Fair of the Arkansas Valley Agricultural Society will be held September 3-6 on their new grounds one half mile west of the Arkansas river bridge.

The cornerstone of the second Baptist church in Wichita on Wichita street will be laid next Sunday (colored).

The water works company are planting the grounds about the engine house and standpipe and are also fencing the reservoir and fixing to cover it. The fire alarm for the city is being attached to the boiler, being a triple whistle of power sufficient to awaken the whole city.

Thursday, May 3, 1883
page 3. Four hundred and eighty-two car loads of sand were shipped east from Wichita last year by the St. Louis and San Francisco.

The telephone exchange will be moved immediately from its present quarters to the express building.

Mr. E. Concklin, who has been tending the bridge for a few weeks, gives us some interesting figures of days on which he kept tallies: On the 12th of last month of 600 teams crossing the bridge, 38 were loaded with corn planters, 10 with plows and other implements, 22 with hay, 21 with corn, 25 with wheat, 8 with merchandise for country stores bought of our merchants and the remainder miscellaneous. That was hardly an average day. On the 14th, 694 teams crossed, on the 17th 997 teams, on the 21st 1258 teams, on the 24th 1363 teams, and on the 28th 1422 teams. The average number of teams crossing the bridge is about 1000. This is but one of the avenues leading to this city, and the above figures will give to outsiders a very good idea of the daily stir and life of our streets. The last 12 days of the month 5500 cattle were crossed. ¶ (Editor’s note: This article is entitled, “Some Interesting Figures.”)

Thursday, May 10, 1883
page 3. Councilman Zimmerly has purchased 160 acres of land on the south of town cornering with Lee’s addition for $13,000 and proposes to lay it out in lots as an addition to the city. The land was originally entered by and patented by the government to Honorable E. B.
Allen.

The old building is being removed and in a few days construction of the new Citizens Bank will commence.

Quotation of editorial in *Atchison Champion* critical of the English sparrow.

The board of trade last week took up the matter of a city park. Mr. Hartzell, who had purchased the Little River Park, was present and stated that his desire was to improve it and make it a desirable resort, not for any money there might be in it, but in the interest of the street railway, to which end he invited the cooperation of businessmen and citizens, proposing further to bind himself to sell the park to the city at any time for what it, with added improvements put there at his own expense, cost. The park alluded to can be made a delightful retreat and is of easy access. On motion of Captain Steele, seconded by Colonel Lewis, the following resolution was adopted: ¶ Resolved, that the president is instructed to appoint a committee to canvass the city and raise money to assist in fitting up Shuman Park for the purpose of making it a place of public resort, with the understanding that the city of Wichita is at any time to have the privilege of buying the same at the cost of purchase price and the cost of improvements less the amount of subscriptions to said improvements. (Editor’s note: This article is entitled “Little River Park.”)

**Thursday, May 17, 1883**

The Ft. Scott and Wichita railway, has been completed to Towanda, gave the people of the latter place an excursion on Monday to Toronto, Woodson county, and return, or were to. A number of men have been hired in and from about this city and taken out on to the grade, and the contractors say they will be in Wichita ten days ahead of contract time. (Editor’s note: This article is entitled “A Railroad Excursion.”)

“Mr. Hartzell has decided on ‘Riverside’ as the name of this park. We had a notion to suggest Cibole, or Coronado, or Cleopatra, or Woods of the Nile.”

The street cars were to have been shipped Tuesday from St. Louis. If so they will be in by tonight’s train. The railroad seems all ready for operation.

**Thursday, May 24, 1883**

The superintendent of Riverside Park has had annual family admission tickets printed. The park has been enclosed and improvements are being made.

The Ft. Scott and Wichita railway has bought 200 feet square of ground on the river bank fronting on Waco street and adjoining the grounds purchased by the Gas Company.

Judge W. P. Campbell is moving to Carthage, Missouri.
We note the fact that the street railway cars made their first run in this city Saturday, May 19th, 1883 at 11:00 p.m. There are three cars running at present, leaving either depot every 15 minutes. The cars are very fine, and the horses number one.

The St. Louis, Ft. Scott and Wichita Railroad authorities left on Tuesday morning, having discharged the right of way commissioners. They bought 200 feet square of ground on the river bank, fronting on Waco Street, and adjoining the grounds purchased by the Gas Company. The right-of-way had been condemned to the city limits and to the head of Waco Street. This is said to be a settlement of the depot location, and maybe it is.

Thursday, May 31, 1883

Article reports test of the water works system with fire hoses.

Article reports commencement exercises of the Wichita High School at the Opera House last Friday.

The street railroad carried over 1000 passengers on Sunday last. Friday and Saturday runs were big also.

The Zimmerly addition to the city has been platted.

Thursday, June 7, 1883

The line has been surveyed from the street railway depot to Riverside Park and the line will be put down soon. The cars will be run both ways every few minutes during the summer season from 4:00 p.m. until 9:00 p.m.

The school board at its meeting Monday evening decided to abandon the academy scheme. They plan to proceed with erection of two brick school buildings, one in the 3rd ward and the other in the central portion of the city, and committees were appointed to study sites and specifications. A committee was appointed to dispose of the grounds which had been purchased for the academy building (in the block north of public square).

The knowing ones say the Ft. Scott Railroad will build two depots, the freight on the corner of 1st and Wichita, and the passenger on the southeast corner of 2nd and Wichita streets where the frame 2nd ward school house now stands.

“The street car horses -- nine of them -- travel 180 miles a day.”

The Wichita gas company have purchased all their supplies and are on the ground at work.

“The graders on the Ft. Scott and Wichita are within one mile of the city limits.”

The Christian church is enclosed and will be very neat when completed.
Thursday, June 14, 1883

page

3. The prosperity of Wichita is attested by the fact that her street railway is paying in excess of the anticipations. Our business men, who were given a chance to take the controlling stock, now wish they had done so and kept the profits at home.

The St. Louis, Ft. Scott, and Wichita Railroad crossed the west line of Butler county last Thursday. The new town of Benton, 15 miles west of Eldorado, is being surveyed.

The piers for the iron bridge across the Great Arkansas are nearly completed.

The Riverside Park races Tuesday afternoon were largely attended.

The graders on the Ft. Scott and Wichita struck the north city limits yesterday near Judge Lauck’s residence.

Thursday, June 21, 1883

page

3. Article reports Wichita’s population is 8005 according to City Assessor’s census.

Confirmatory of assertions made several times by the Eagle, it is now reliably reported that on or shortly after July 10th, Gould, or more definitely, the Missouri Pacific system, will take charge of the St. Louis, Ft. Scott and Wichita railway and operate it in the future. The passenger trains will run to a connection with the Missouri Pacific at Sedalia.

Thursday, June 28, 1883

page

2. Statistical table of 1883 Sedgwick county crops, livestock, valuation and population by township. Population of Wichita is 8005, Wichita township 1194, and Delano township 766. Sedgwick county is 22,786.

3. The passenger depot of the Ft. Scott and Wichita will be located on the corner of 2nd and Wichita streets, the corner back of Getto’s residence, where the little frame school house stands. It is to be 16 by 60 feet with wide projecting sheds, the platforms on the west side to take the place of the sidewalk. ¶ The freight depot will be on the northeast corner of 1st and Wichita streets.

Long editorial critical of delays in building the new bridge over the Arkansas river.

The street railway line hauled upwards of 1300 passengers last Saturday.

A large force went to work yesterday on the Ft. Scott passenger depot, and it will be up by Saturday night. ¶ The cars come down to the city limits yesterday.

The Ft. Scott has practically reached the city. The cars came down to the corporation line
yesterday morning and the surfacing of Wichita Street is nearly completed. A large force went to work on the passenger depot yesterday, which will be up by Saturday night.

“Mr. S. L. Davidson of the Citizens Bank has as yet failed to remove those unsightly old peach stumps from the lawn in front of his fine new home. Such incongruity is terribly shocking to the aesthetic residents on that avenue, and particularly unsightly in connection with the otherwise faultless surroundings. Clean ‘em out, old man.”

**Thursday, July 5, 1883**

The first passenger train over the Ft. Scott and Wichita railway arrived Saturday, June 30th, at 7:00 p.m., bringing 30 passengers.

The headquarters for the gas works has been established on Main street, opposite the county building, where two rooms will hold supplies, fittings, etc. necessary to furnishing gas. A number of men are engaged in plumbing residences, and the building for manufacture of the gas is being built as rapidly as possible.

The Rock Island is now running through without transferring and making schedule time.

**Thursday, July 12, 1883**

The school board have secured lots on the corner of Pine and Emporia as a site for the new school building.

The Ft. Scott and Wichita freight depot was opened for business last Monday. A through passenger train is to go on next Monday.

The street railway company handled or transferred 3281 passengers during the day (i.e., on July 4th).

**Thursday, July 19, 1883**

Colonel J. W. Hartzell, a resident of Topeka for the past eight years and builder of the Topeka street railway, has resigned the presidency of the Topeka Transportation and Omnibus Company and will make his headquarters in Wichita.

The Ft. Scott road has purchased 20 acres of ground north of the city and put in a “Y.”

The street railway company have added an open holiday car to the line.

Contract for the new Citizens Bank building has been let to W. P. Stem. The price is
$10,000.

The bonds voted by the city of Wichita for stock in the Ft. Scott and Wichita railway have been ordered delivered. There are 80 of them of $500 each.

There is nothing certain so far as is known outside of railroad men, about the railway situation. Whether either road will go west from Wichita is exceedingly problematical, and if so, the time is equally uncertain. The St. Louis, Ft. Scott, and Wichita Railroad Company say that they are going west immediately if properly encouraged, but that the Atchison, Topeka and Santa Fe will not. Upon the other hand, the Santa Fe people say they don’t know and don’t care what the Ft. Scott people are going to do, but that the Santa Fe is going west, either from Sedgwick City or from Wichita or from both, and that immediately. The Santa Fe has taken all the legal and other necessary preliminary stops for the immediate construction of a line from here and from Sedgwick, but no one probably knows this side of the directors’ office in Boston, what will really be done. We had hoped to be able by this week to give the outcome of all the rumors and work -- to be able to say that it was not a big game of bluff played by two corporations but a bona fide intention, yet we cannot. In the end, neither may go west, and again both may. The City Council passed an ordinance yesterday morning granting a right of way through Orme Street between Lee’s Addition and the city proper. The railroad company asked the choice of Morris, Kellogg and Orme Streets. It is said that a contract for grading 45 miles was let last Monday, the company reserving the right to say whether it should be done from a point one mile and a half north of Wichita, or from Wichita, or from Sedgwick.

(Editor’s note: This article is entitled “The Railroad Situation.)

In population Wichita is the sixth largest city in the state, and Sedgwick is the seventh largest county.

Thursday, July 26, 1883
page 3. The foundation of the Presbyterian church addition, which is in fact to be the main structure, is going in.

Thursday, August 2, 1883
page 3. Article describes details of the Bitting Brothers store, both floors being 27 by 140 feet. The second floor is reached by both an elevator and a central stairway.

The new Mt. Hope Methodist church has a spire 60 feet high.

Someone defining orthodoxy to heterodoxy said, “orthodoxy is my doxy and heterodoxy is another man’s doxy.”

The telephone exchange will be moved this week into Herrington’s building, upstairs.
A large number of the business houses along Douglas avenue and Main street are being connected with the water mains.

The gas mains have been distributed along nearly all the principal avenues.

**Thursday, August 9, 1883**

There will be two fairs in the county again this year. The old fair will be held at their grounds, north of the city, on the last four days of this month. The new fair will hold their exhibition on their new grounds on the west side of the river. Details.

The superstructure of the new bridge is about complete.

Another critical editorial about the old stumpy unsightly peach trees still in C. L. Davidson’s front yard.

The telephone exchange has been moved from Temple block to the rear of Herrington’s building.

There is article about city surveys saying that an important alley (right behind Eagle block) had been reduced to only 13 or 14 feet width by a new survey of city engineer and objecting to this -- apparently a result of inaccurate earlier surveys.

**Thursday, August 16, 1883**

Milo B. Kellogg, formerly register of deeds of Sedgwick county, has located in Kingman and will go into the real estate and loan business there.

Article says Congregationalists in Wichita propose holding meetings in Eagle Hall every other Sunday with object of organizing a Congregational church in Wichita and locating a pastor.

A large brick livery stable 60 by 100 feet and two stories high is being built by J. L. Cooper on South Main street.

The new town laid out in the western part of the county has been named Cheeney (sic).

A double-hulled power propulsion pleasure boat has been launched on the Little River at the park grounds.

Large grading forces are scattered along the railroad extension in the direction of Kingman for 25 miles.

The council have authorized the extension of the street railway south on Lawrence Avenue to Kellogg Street.
Thursday, August 23, 1883

Doc Llewellyn (sic), one of the oldest settlers of this valley, is now living quietly on a farm in Butler county.

Article says the new town of Cheeney (sic) is named after one of the oldest directors of the Santa Fe. ¶ Another town has been laid out half way between Wichita and Cheeney and is to be called Goddard after the general freight agent of the road.

Thursday, August 30, 1883

Contract was let yesterday to W. H. Sternberg for building of the new Baptist Church. To be finished in 90 days.

The site for the new union depot has been fixed and grounds secured.

Thursday, September 6, 1883

The Arkansas Valley Fair Association opened their 4th annual exhibition Tuesday on their grounds one-half mile north of the west end of the big bridge.

The Santa Fe has paid $19,112.50 for its 100 foot strip of right-of-way from Wichita to the western line of the county.

The condemning commissioners, to assess the damages and value of the right of way for the Santa Fe extension west, have made their report. Fifty-one tracts of land were condemned for which the company paid the snug sum of $19,112.50. Few would have thought that it could have taken such a large sum to secure a strip 100 feet wide from Wichita to the western line of the county. Real estate has riz (sic).

The Eagle again endorses the plan for enlarging the county building. Details.

Thursday, September 13, 1883

Henry Schweiter is putting up a two story brick business building on the north side of Douglas west of Main street.

Thursday, September 20, 1883

Article describes the fine home being erected by Mr. George Ross on corner of Oak and Topeka.

The new Christian church on the corner of Market and 2nd will be open for worship next Sunday, September 23rd.
Thursday, September 27, 1883
page 3.

Next Friday evening there will be a carnival at the rink.

It is said that the Wichita and Kingman extension will be the finest piece of railroad in Kansas. The grades are of extra width, the ditches fifteen feet from foot of fill, hewn oak ties of extra size, and steel rails. A steam pile-driver is being used to put in the bridge across the Great Arkansas, the pile-work of which now reaches the middle of the stream.

District Number 44 at Mt. Hope calls for bids for the erection of a large two story school building.

The gas mains are down the whole length of Douglas avenue and nearly the whole length of Main street, and the force this week are at work on Market street. The works are nearly completed and the retorts going in.

Editorial on the new gas works now under construction.

Thursday, October 4, 1883
page 3.

The Santa Fe company expect to have the Wichita and Kingman road completed by December 1st.

Thursday, October 11, 1883
page 3.

The actions of the Wichita board of education continue to be incomprehensible. The lower side, west side, and east side of the city, each, is provided with large permanent school buildings, two of which have been increased in size this spring. The $25,000 voted by the people with which to build an academy was diverted by the board for the purpose, they said, of putting up another large school building in the north part of town, and the land was even bought. But now, ignoring the fact that the town is growing in a northern direction and that there is no permanent school building north of Central avenue, they suddenly conclude to build another large school house on the lots where the present so-called central building stands.

The new railroad bridge across the Great Arkansas is about completed.

Lightning Monday struck the frame school building lately moved to the grounds north of the public square. (Probably from the site of the Ft. Scott Railroad passenger depot?)

Thursday, October 18, 1883
page 3.

Hundreds of cords of ties for the Kingman extension are piled up at the lower junction ready to be distributed just as soon as the steel rails are received, which are being run through the rolls at St. Louis. Engineer Coleman thinks the new rails will commence to
arrive this week via the Frisco. The ties have all been delivered over the Ft. Scott, and then transferred by teams to the lower junction.

Thursday, October 25, 1883

3. The city council accepted the water-works at their meeting Monday night. Details.

The four additional brick school rooms will soon be ready for occupancy.

Thursday, November 1, 1883

3. Article says the water works cost upwards of $70,000.

Supply pipes for gas are being laid from the mains to many of the principal business blocks in the city. The works are about ready for business.

Another car has been added to the street railway line and another sidetrack, or meeting point, opposite the car stable, which will enable the company to make reliable time and shorter delays. The cars should pass given points at given times so that one who had the correct railroad time could soon learn to the minute when a car would pass.

Thursday, November 8, 1883

2. The Atchison, Topeka and Santa Fe Railroad has just adopted a plan for the construction of four hospitals located at the four division points on the road, for the care of its injured employes. The four points are Topeka, Nickerson, La Junta, Colorado, and Las Vegas.

3. The bodies of two nude dead infants were found in one day last week, one in the cemetery and the other within the city limits.

Thursday, November 15, 1883

3. Cheney came into existence on September 29, 1883 and today contains between 60 and 70 buildings.

Article about Wichita’s new gas works says Judge Hill has already invested upwards of $40,000 and the system will be the best in the state. The works have been fired up and within a few days the manufacturing process will begin. Article refers to the failure of the old blinkers heretofore used as streetlamps, scattered here and there about the city and along the two principal business thoroughfares. “One good gas burner would give more light than a dozen of these odoriferous, wind-shaken, blinking, so called streetlamps. The time has come to kick them out.”

The work of laying the rails on the new extension from Wichita to Kingman was started in earnest on Monday by a large force. The end of the track was four or five miles west
last evening and will go forward at about one mile per day until completed.

**Thursday, November 22, 1883**

- The new standard time has been adopted by the railroads entering Wichita. Would it not save confusion, therefore, for the rest of the city to adopt the new time? It is just nine minutes earlier at Wichita than the old time.

- A large number of Italians are at work on the western extension of the Santa Fe from Wichita.

- Gas was turned into the mains and the supply pipes on Monday and a number of business houses were lighted up with it in the evening.

**Thursday, November 29, 1883**

- Dr. Furley’s brick block on Douglas avenue is nearly completed.

- Ground was broken last Thursday for the foundation of the new Catholic church building. It will be 60 by 92 feet and is on the corner south of the present church on the lots heretofore occupied by the parochial school. Father Kelly is directing the work.

- Our Presbyterian friends have decided to finish the steeple to their church.

- Our street car line has doubled the number of round trips daily, and is not only becoming more popular, but is paying. The boys indulge in some flings at what is designated the cannonball or through sleeper, but the other three cars are as fine as are manufactured. The stock keeps up well, there being no grades, and Colonel Hartzell is entirely satisfied with the investment.

**Thursday, December 6, 1883**

- Tongue-in-cheek criticism of M. M. Murdock for calling the Arkansas river the “Nile of America.”

- L. B. Ferrell will build a two story brick building 50 by 110 feet between Miller’s building and the Ross furniture emporium, opposite the post office, to be occupied by Munson and Company of New York with a stock of dry goods.

- If West Wichita keeps growing she will soon be asking to be incorporated, with a mayor and city council.

- The Santa Fe Railroad company has laid out another town in this county half way between Goddard and Cheney, called Garden Plains (sic).
The Wichita and Kingman extension reached Goddard today.

Thursday, December 13, 1883
page
3. Sternberg has the contract for building Ferrell’s new brick block opposite the post-office.

Thursday, December 20, 1883
page
3. The new addition, actually the main building, of the Presbyterian church was dedicated last Sunday. Seating capacity is 1000 and cost $7500. The corner stone of the building was laid July 4, 1876. ¶ The first Presbyterian church in Wichita was a frame building on Waco street and was sold to the Catholics in 1875 and is still occupied by them.