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 1897 WICHITA EAGLE

Wichita Eagle
Tuesday, January 12, 1897
page
3. A new dancing school will be started at Sedgwick Music hall.

Wednesday, January 13, 1897
page
3. The city police force are to have a large group photo made in the near future.

The county commissioners yesterday appointed Dr. H. B. Tihen of Andale as county physician.

Thursday, January 14, 1897
page
3. The city library now opens at 2:00 p.m. instead of at three.

5. After remaining closed for some time, the Hydraulic mills are now running on full time. At present only that part of the machinery which grinds corn is being used. It is expected that the flour department will also be put in operation in the near future. ¶ The mill is now grinding 2,500 bushels of corn daily or about 100 wagon loads of ear corn. It is made into meal and corn chop principally.

Saturday, January 16, 1897
page
5. Members of the Gentlemen's Driving Club are considering getting a lease on the old half mile track in Riverside park (Davidson's addition) and fixing it up to drive their fast buggy horses. Matinees were held last year in Griswold park, but it was found inadequate for the accommodation of the spectators, and the track was far from satisfactory the turns bring entirely too short, and also having the disadvantage of being perfectly flat, which hindered the horses from making their best speed.

Tuesday, January 19, 1897
page
5. Article reports the testing yesterday by the fire department of 1,000 feet of new hose received from Chicago to replace to badly worn old hose. Article describes the use of steam fire engine, which weighs 3,400 pounds. It takes about four minutes to get steam up to 60 pounds pressure after the fire is lit under the boiler. Shavings and pine kindling are placed in the firebox. A ball of waste wet with oil is ready at all times, and after a match is touched to it it is passed over the firebox to ignite it, and the water begins to boil almost immediately. The usual pressure of water is much lower than fire pressure. When an alarm goes in it is sounded at the water works at the same time, and the engineer on duty puts on fire pressure at once. This is about 100 pounds per square inch and is not very long in appearing at the farthest fire plug in the city. The water pressure with the assistance of the fire engine climbed up to 350 pounds easily and the water was thrown nearly a block from the one and one-quarter inch nozzle.

Wednesday, January 20, 1897
5. Article describes the Wichita water works wells and pumps. Total pump capacity is 16,000,000 gallons in 24 hours. The city uses about 5,000,000 gallons in twenty-four hours. The usual pressure is 60 pounds per square inch. After fire pressure of 100 pounds per square inch is applied, it is present all over the city within one minute.

Saturday, January 23, 1897
5. Peter Getto's old ice house at Water and 2nd streets burned last evening. It has not been used for years except as a trash receptacle.

Tuesday, January 26, 1897
5. Article about demonstration of the Vitascope at the Crawford theater last week — an early form of moving picture.

Wednesday, January 27, 1897
5. Article about the Vitascope exhibitions to be held at the Auditorium Friday and Saturday.

Thursday, January 28, 1897
5. A large crowd of ice skaters was on the river yesterday afternoon. The main area for the skating was south of the Maple street bridge.

Friday, January 29, 1897
5. Article about ice skating on the river yesterday. The crowd strung along from above the Douglas avenue bridge to some distance below the Wichita and Western Railroad bridge, but the largest part of the crowd was just north of the Maple street bridge.
On Chisholm creek and up on Little river at 18th street there was also quite a number, but by far the largest crowd were upon the Big river.

**Tuesday, February 2, 1897**


**Wednesday, February 3, 1897**

8. Ad says the Santa Fe route runs a train from Wichita to Kansas City in seven hours 19 minutes, to Chicago in 23 hours and two minutes, and to St. Louis in 15 hours 29 minutes.

**Tuesday, February 9, 1897**

5. Article reports visit here Saturday of a Pullman car load of legislators from Topeka. They were taken in three electric cars to look over the Garfield University building. Details of the building described.

**Sunday, February 14, 1897**

5. Article gives report of State Architect to the Senate Committee Investigating the Garfield Univ. Building in Wichita. Capacity of building is 78,000 square feet of floor surface, and 22% of said building is completed. ¶ Cost of the existing building at present prices is estimated at $118,684, and estimated cost of completing the unfinished part of the building is $28,018 (itemized).

**Tuesday, February 16, 1897**

5. Article reports Kansas Midland Railroad is purchasing the property on west side of Mosley from Douglas to Morris on which they propose to construct both passenger and freight depots and to build side tracks. At least four-fifths of the property has been purchased, and the remaining one-fifth will be appraised and condemned. ¶ The road has been operated by the Frisco under lease, but the recent change in the Frisco has released the Kansas Midland from its agreement with that road, and it is proposing to run the road on its own account.

**Wednesday, February 17, 1897**

5. Letter from Finlay Ross accepting the request that he run for mayor.

**Saturday, February 20, 1897**

5. Article about a pavilion proposed by the Womens' Relief Corps for the soldiers' circle
in the cemetery. Says Mrs. Buckwalter is one of those working on the project.

Sunday, February 21, 1897
page 5.
During the recent long mud spell, many have been driving upon the cinder sidewalks to avoid driving in the mud. There is a law against this.

Sunday, February 28, 1897
page 5.
The Jacob Dold Packing company during the past week killed 57,010 hogs (in all branches??).

Friday, March 12, 1897
page 5.
The Santa Fe is putting broken stone upon the yard used by teams between the Wells Fargo Express office and the freight office. This has never been paved and gets pretty muddy during a wet spell, which this will prevent.

Friday, March 26, 1897
page 5.
Article reported the Frisco railway plans to build its own new depot in Wichita. Ever since they have been running into Wichita they have used the depot of the Santa Fe. As it is now, they enter the city from the east and back down to the Douglas avenue depot by turning on the which is between Pine and Oak streets, passing over Washington avenue. ¶ It is thought the new passenger depot will be on the corner of Douglas and Mosley. The freight depot will be on Mosley between William and English. The road will have 2,000 feet of ground between Douglas and Morris, which will be filled with side tracks and switches.

Davidson and Case expect to move their lumber yard in the near future to the vacant lot diagonal from the government building.

Saturday, March 27, 1897
page 5.
Article reports the Santa Fe is completing arrangements to move its division shops and roundhouse from Nickerson and Emporia to Newton. The Emporia division will be abolished, half going to Newton and the other half to Argentine. ¶ The question of water supply has been settled by the sinking of two inexhaustible wells about eight miles west of Newton.

Tuesday, March 30, 1897
page 3.
The Wichita and Western last Saturday completed the work of putting in new bridges over the entire line.
5. In City council meeting last night Councilman Throckmorton inquired what disposition had been made of a petition some time ago from the business people of the city that the mayor and council examine the franchise of the street railway company and ascertain why we had to submit to such unaccommodating service. This was referred to a committee, which has not yet reported. "Wichita deserves better service than we get, and I think according to the franchise we have a right to demand it. Besides being clumsy and inconvenient, it is dangerous to ride on these cars, and I think the company ought to be required to render better service or get out of the way."

Sunday, April 4, 1897
page 3. Note reports baptism to be held today at 13th street bridge.

Tuesday, April 6, 1897
page 3. The board of health held a meeting yesterday and declared the Lampl cattle corral on East Douglas a nuisance and ordered its abatement within ten days.

Wednesday, April 7, 1897
page 5. Article reports Finlay Ross elected mayor.

Thursday, April 8, 1897
page 5. The first question of importance for the new city administration will be the question of better sidewalks. There is probably no city in the world with worse wooden sidewalks than the Peerless Princess of the Plains. A conservative estimate is that about one out of every four planks has either rotted or been stolen. There is a strong sentiment against all wooden sidewalks and in favor of cinder sidewalks. The present sidewalks are bad in every quarter of the city.

Thursday, April 15, 1897
page 2. "The East Douglas electric car jumps the track nearly every day at the Rock Island crossing."

Saturday, April 17, 1897
page 2. There will be street car service to the fair grounds this afternoon for the field day exercises of the high school athletic association.

Thursday, April 22, 1897
page 5. City Assessor reports Wichita's population is 20,102 compared with 19,892 last year, a gain of 210.
Sunday, April 25, 1897

Monday morning the Midland Railway company will commence to move the old Oak street depot to the recently purchased location on Douglas avenue, east of the Rock Island track. The palatial brick depot which the people anticipated there was mythical. The depot will be moved on trucks and will not be taken apart. ¶ The road has secured the old brick livery stable on South Mosley avenue for a freight depot. ¶ The Midland will do business as an independent road between here and Ellsworth and will have nothing whatever to do with the Frisco road. The Frisco trains will terminate here and will run, as usual, into the Santa Fe depot. It is understood that it has made a new lease for five years with the Santa Fe for depot and terminal facilities.

Tuesday, April 27, 1897

Annual report of the city fire marshal with detailed description of the fire department's facilities and equipment.

"Railroad Readers" — two columns of railroad ads — running daily in the paper, — with description of various trains offered by the different railroads.

Wednesday, April 28, 1897

Annual report of the City Engineer.

The barn switch of the street railway on North Main is being repaired.

Tuesday, May 4, 1897

School board yesterday reelected Frank R. Dyer as superintendent of public instruction. ¶ Salaries approved for grade school teachers at $30 per month first year and rising to $50 per month in sixth year. ¶ Salaries for high school teachers set at $55 for first year and rising to $75 in sixth year. ¶ Further details in superintendent's report.

Friday, May 7, 1897

Article reports graduation exercises of high school last night. Thirty-four graduates including 16 men, which is the largest number of men ever graduated from the high school.

Sunday, May 9, 1897

Report on Fairmount college. Attendance in the college in 1896-97 was freshmen class 13 and sophomore class 13, total 26. In addition preparatory department in all branches had 116, making a total enrollment of 142 compared with 79 in 1895-96. ¶ Faculty totals 14 including ten instructors and four assistant instructors. ¶ A large
steam heating plant was put in the building last year. This and other improvements totaled $4,000.

**Tuesday, May 11, 1897**

At City Council meeting yesterday Mr. Handley of the fire and water committee submitted a report recommending the discontinuance of the 13th street fire house. Report adopted six to two. ¶ Major Ewing, receiver of the Wichita National Bank, offered the city the use of Griswold park this summer with charge.

General Superintendent of the Missouri and Kansas Telephone company in Kansas City has notified manager L. S. Daggan of the Wichita exchange that the entire plant in Wichita will be rebuilt and re-arranged, with a force of about 20 men starting work June 1st to give the city first class telephone facilities.

**Saturday, May 15, 1897**

After June 1st there will be but one light company doing business in Wichita. Heretofore there have been two district companies, the Wichita Electric Railway and Light company and the Wichita Gas, Electric Light and Power company. Yesterday the former corporations leased its entire lighting plant, fixtures, and light franchises to the Light and Power company for a period of ten years.

**Tuesday, May 18, 1897**

The grounds where the Midland depot is to be located is now ready for the construction to begin.

**Thursday, May 20, 1897**

Mr. Hiram Imboden, for many years associated with the City Mills, yesterday let the contract for a new mill and elevator machinery to be installed in a new mill and elevator to be erected on the corner of English and 5th avenue at a cost of $25,000. The building will be three stories and have a capacity of between 200 and 250 barrels of flour daily and 100 bushels of meal per day. An elevator with a capacity of 10,000 barrels will be included. A warehouse for the storage of flour will also be erected adjacent to the mill building alongside the Santa Fe track. It will have a storage capacity of 3,000 barrels of flour.

**Saturday, May 22, 1897**

The local manager of the Missouri and Kansas Telephone company has received instructions to proceed with extension of the Wichita system to Augusta and Eldorado. It is thought that a connection with Topeka and Kansas City will soon follow.
Wednesday, May 26, 1897

5. Material for the extension of the gas mains is arriving and the company expects to extend its mains two and one-half and three miles.

6. A force of men yesterday placed in position at Douglas and Mosley the old Frisco "Y" depot. The new depot for the Midland is 40 by 80 feet and is being remodelled, repainted, and otherwise ornamented. ¶ The Rock Island road is laying a broad platform of vitrified brick east of the depot platform.

Friday, May 28, 1897

5. Article discussing the City mills, which is the property of the Wichita National Bank, the latter being in the hands of a receiver, W. N. Ewing. He is having the mill looked over to see what would be required to increase its capacity from 200 to 500 barrels of flour per day, and thus make it a paying proposition to find a first class mill man to operate it.

Saturday, May 29, 1897

5. Article says new fair association is proposing to lease Griswold park and race track for one week each year for the fair. Grandstand with seating capacity of 1,500 would be erected at cost not to exceed $800. A foot bridge would be built across the Little Arkansas river to Riverside park to where the street railway passes. Details.

Wednesday, June 2, 1897

5. Article discussing question as to who was the first white child born in Wichita. Says Virginia Fox, nee Lewellen, was born at Towanda, Butler county, in May 1869 before there was a Wichita. Her father, "Doc" Lewellen, lived on the White Water (sic), near Towanda and was an Indian trader. He later settled north of town on a claim taken by Henry Vigus. The first white child born in Sedgwick county was Sedgwick Hoover, born on the Hoover farm just across Chisholm creek on what is now Central avenue. First white child born in city of Wichita was Frank Allen, son of J. P. Allen (now druggist), born July 3, 1870.

Article says the Kansas Midland railway have had men working the past few days putting in a track on Washington avenue which they will use in the future for the main line. The old track which was formerly used as the main track will be converted into a siding. ¶ The railway company have erected a new brick freight house on the corner of Washington and William. They are also getting their passenger house in good shape. Things will be in readiness by the first of July.

The Rock Island Railway company have had eight men at work for the past week putting in a vitrified brick platform around their depot at Mead and Douglas. In the
center of the platform they have had the monogram of the road inserted. It is quite an improvement over the old board platform.

Thursday, June 3, 1897

5. Rock Island passenger engine 345 from the north was spattered with eggs yesterday after striking a buggy load of eggs at Peabody.

Mayor Ross yesterday issued an order transferring the horse market from the corner of Douglas and Water to the corner of Douglas and Wichita due to encroaching of business on the former site, where the horse dealers have been for years.

Letter from J. R. Mead correcting information about Doc Lewellen from article in yesterday's Eagle. Says his name is Doctor Lewellen and that he is a sturdy Scotchman who settled on the Walnut near Chelsea, where the trail crossed leading to the Whitewater, and engaged in farming and stock raising, Indian trading and hunting. He never lived on the Whitewater nor at Towanda. In 1865 he established a trading post in the big grove, in the forks of Chisholm creek. Later he moved his store to what is now Waco street, a little way north of where D. S. Munger built his hotel and residence. He pre-empted a quarter section on which the north part of our city is now built. He now resides at Sycamore Springs, Butler County.

6. The Missouri Pacific is building a brick walk from the depot to the alley on 2nd street.

Ground has been broken for the new Imboden mill at 5th and English streets. Quite a force of men are at work excavating.

The city street force are grading up Douglas avenue between Washington and Hydraulic.

Friday, June 4, 1897

5. Article reports tenth annual commencement exercises of the Lewis academy yesterday. Thirteen in graduating class.

Monday the Wichita Gas, Electric Light and Power company will commence laying gas mains on South Lawrence and Topeka avenues. About 7,300 feet will be laid, divided about equally on the two streets.

Saturday, June 5, 1897

5. Article reports William Griffenstein has had a severe stroke and is dying in his home in Burnett, Indian Territory. Age 67. ¶ Article gives long summary of his life history.

6. Article says the longest train of loaded cars ever run in the state of Kansas — 50 cars
with a caboose — came into Wichita on the Santa Fe from the east behind engine Number 789.

Sunday, June 6, 1897


Tuesday, June 8, 1897

page 5. At Board of Education meeting yesterday. Architect Dumont was instructed to draw plans for a two room addition to the high school.

6. Sunday the big tent meeting of the State Holiness association closed its annual camp at Riverside and the tents were taken away. There were about 35 tents pitched about the big one in which the meetings were held.

Wednesday, June 9, 1897

page 5. Article reports a meeting Monday between Messrs. Bachelder, et. al. of the street railway company and city officials in the Metropole Hotel. The company would be willing to sell its property to the city, but state statues do not provide for city ownership of street railways. ¶ The company then offered to renovate the present road if the city would cancel the $13,000 of unpaid paving assessment owed by the company. ¶ The present owners obtained control of the road in 1893 through sheriff's sale. They have paid their assessments for the paving between the tracks promptly since then, and the $13,000 they wish to have cancelled was owed by the previous company on the paving assessment.

Thursday, June 10, 1897

page 5. Article reports terms allegedly agreed to between city officials and the street railway officials of the Bachelder Syndicate at Keene, New Hampshire, at an executive session on Tuesday evening. Details.

Friday, June 11, 1897

page 5. Article says that for the past ten days the Rock Island Railway company have had men putting in a vitrified brick platform all around their passenger depot and extending south to the freight house. A sign reading "The Great Rock Island Route" has been sunk into the platform.

Sunday, June 13, 1897

page 4. Article says that beginning July 1 the Frisco will run a train to Newton over Santa Fe tracks daily to connect with the west bound Santa Fe train.
Tuesday, June 15, 1897
General manager Holman of the Midland Railroad and master mechanic C. A. DeHaven are making improvements in the vicinity of the Midland yards. They are putting in a three stall roundhouse, a machine shop, a car repair shop and sand house, besides the depot and general offices. ¶ There are 11 engines in all owned by the Midland and now used by the Frisco, and these will probably be stored here after July 1st. There will be a mixed train each way every day till the crops begin to move, after which there will probably be a round trip passenger.

Thursday, June 17, 1897
Each one of the fire houses was photographed yesterday afternoon with all the wagons, hose carts, trucks and chemicals in front of the houses.

Wednesday, June 23, 1897
Some parties are fixing a nice place at Sullivan's dam for boating and a general resort for the hot weather. A boat house is now in course of construction, and a refreshment resort for ice cream and lemonade will be erected.

Thursday, June 24, 1897
Attributed to Dave Leahy: That one overshadowing weakness in Wichita will manifest itself in everything. Even the meteor that shot over the town Sunday night, according to reports, "was about the size and shape of a barrel."

Sunday, June 27, 1897
Ad by Imboden Milling Company: Wichita Imperial Mills is the name we have given our New Mill, two blocks south of Douglas avenue on Santa Fe Railroad. "Imperial" has been a household word ever since we put our Imperial Flour on the market over 20 years ago. Hence the name. We expect to move in about July 1st.

Wednesday, June 30, 1897
The new Imboden mill at the corner of English and 5th avenue is nearing completion.

Thursday, July 1, 1897
Frisco trains, beginning today, will stop in Wichita, not going to Burrton, as heretofore. ¶ The Frisco train arriving here at 3:40 p.m. from St. Louis will be run to Newton by the Santa Fe to make connections with Santa Fe trains going east and west.

Friday, July 2, 1897
The first passenger train of the new Kansas Midland service will leave Ellsworth tomorrow at 6:30 a.m. and arrive in Wichita at 10:45. Returning, it will leave Wichita at 12:20 p.m. and arrive in Ellsworth at 4:30. It will make connections at Ellsworth with the Union Pacific fast mail to Denver, leaving Ellsworth at 5:10 p.m. and arriving in Denver at 4:00 a.m. the next day. ¶ The freight service will remain about as it is at present. There will be one train a day each way, leaving Ellsworth at 8:30 a.m. and arriving here at 2:50, and leaving Wichita at 7:30 a.m. and arriving in Ellsworth at 2:00. These trains will be allowed to carry passengers, so one can go up the road as far as Wherry and back the same day.

Tuesday, July 6, 1897
Letter about a proposed conditional sale of the Wichita street railway lines, from A. T. Batchelder to Mayor Ross.

Wednesday, July 7, 1897
At the last meeting of the school board, William Pirtle was given the contract to build a two room addition to the high school building.

Following the suggestion of Pres. Batchelder’s letter to Mayor Ross, published in the Eagle yesterday, a new company, has been chartered to handle the street railway. It will be known as the Wichita Street Railway and Power company. Directors for the first year are: William F. Ellis, of Boston, Herbert B. Church, and William I. Church of Boston; A. C. Jobes and R. R. Vermilion, of Wichita. ¶ The capital stock of the new corporation is placed at $300,000. As soon as arrangements can be perfected, the new management will begin the work of re-equipping the road and putting it in good condition.

Thursday, July 8, 1897
Article reports transfer of the street railway company last night.

Friday, July 9, 1897
Article refers to burial of a J. J. McNamara in Maplewood cemetery.

The new Imboden mill at 5th avenue and English street is near completion. The first coat of paint has been put on. Beginning the latter part of next week the machinery will be put in. It will probably be September 1st before everything is in readiness and grinding starts. Capacity will be between 200 and 300 barrels of flour per day.

Note refers to the Children’s Home on College Hill.
Saturday, July 10, 1897  
page 5. Next Sunday morning the Frisco passenger train that now stops in Wichita will beginning running on to Newton. (note in Eagle next day on page five says this announcement is a mistake).

Sunday, July 11, 1897  
page 5. Article reports new changes in time card of the Frisco Railroad effective today.

Tuesday, July 13, 1897  
page 4. Ad for All Hallows Academy, with drawing of building.

Thursday, July 22, 1897  
page 6. Mr. W. O. Sternberg has purchased the home of Mr. R. Woody at 1055 North Topeka and will occupy same after September 1st.

Sunday, July 25, 1897  
page 4. Article describes a "chuting the chutes" structure 150 feet long now being built at Sullivan's dam. Details.

Letter to the editor from Dr. R. Matthews urging the city to make use of its rivers. ¶ "Let us build a dam at the mouth of the Little river and make a pond a mile or so long. Then we can have fishing, boating, bathing and skating, and all the other luxuries that go with a nice lake."

Sunday, August 1, 1897  
page 4. Article reports interview with ex-mayor L. M. Cox, who is urging that Griswold be made a city park and developed into a first class recreation area. Q: "But there is no good approach to the park." A: "That would be easily arranged. A footbridge could be placed across the river into Riverside park and the street railway would only too gladly extend their tracks a block farther. If that park was once put in shape, Central avenue would be a desirable street to live on and could be graded up and made a very fine street."

4. Interview with ex-Mayor L. M. Cox, who advocates the city taking over “Griswold Park,” putting a dam in near the mouth of the river and banking the river to make good boating, etc., for a mile or so.

5. Article reports on large amount of new sidewalk construction now going on in Wichita, replacing many miles of boardwalks put down in boom days, which are now rotted and
dangerous. The new permanent walks are of stone, brick, or cement, with much the largest percent of cement, which makes a smooth and lasting walk if the specifications are complied with.

The amount of new sidewalk construction now going on in the city has never been approached since the height of the boom days, when hundreds of miles of boardwalks were put down. Eight or ten years has left little of the board walks excepts holes and suits for broken legs or the like. Early this spring the sidewalk fever set in good and strong and a vast amount of permanent walks are being put in along resident streets, replacing rotten and dangerous board walks with stone, brick or cement. Much the largest percent is of cement. Few cities this size boast the sidewalks that this town does. In miles of water mains, gas mains, sewerage and sidewalks Wichita leads any or all the cities in the state of Kansas. ¶ Only in the matter of street railway service is there room for criticism. The old company has permitted their property to run down in a way that must prove unprofitable to them, an annoyance to the city and a continual source of grumbling and criticism by the patrons. Such a service cannot commend patronage. The city council should get a move on itself. An overwhelming majority of tax-payers, business men, renters, and property owners are for speedy action for some movement or step which will give the city a respectable street car service.

6. Big crowds go out every night to Sullivan's dam to shoot the chutes. An extension will be built soon, making the chute 20 feet long.

The people in College Hill are kicking because the street cars do not run clear to the end of the line. They say half an hour's work would repair the track.

Tuesday, August 3, 1897

5. Annual report of the president of the Board of Education.

Saturday, August 7, 1897

6. The work on the east wing of the High school building is progressing and the building will be ready for use by the commencement of school this fall.

Sunday, August 8, 1897

5. Article lists city's outstanding bonded indebtedness, totaling $510,417. Bonds held are listed, including:

<table>
<thead>
<tr>
<th>Holder</th>
<th>Issued</th>
<th>Due</th>
<th>Amount</th>
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<tbody>
<tr>
<td>St. Louis, Fort Scott and</td>
<td>July 1, 1883</td>
<td>1903</td>
<td>$40,000</td>
</tr>
<tr>
<td>Wichita Railway</td>
<td></td>
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<tr>
<td>Wichita and Colorado Railway</td>
<td>February 1, 1886</td>
<td>1906</td>
<td>40,000</td>
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Chicago, Kansas and Nebraska Railway  
August 1, 1887  1907  3,000

Kansas Midland Railway  
December 1, 1887  1917  50,000

City Hall and Site  
January 1, 1890  1910  100,000

Oak Street Bridge*  
March 8, 1890  1900  1,600

Hose House Number 3*  
January 10, 1890  1900  1,693

*Installment

Article reports track in Griswold park is being graded, resurfaced, and banked to put it in first class condition for the meet to be held this month. Details. ¶ It is planned to erect a grand stand seating 1,000 people on the south side of the track.

Three carloads of machinery arrived yesterday for the Imboden Mill.

Article on new sidewalks — city engineer estimates that 30 or 40 miles of board walk has been torn up and ten to twelve miles of permanent walk laid since March.

City engineer Jackson stated yesterday that 30 to 40 miles of old board side walks have been torn up since April, and ten to 12 miles of new permanent walks have been laid since March at total cost of about $25,000.

Tuesday, August 10, 1897  
page 5. At city council meeting last night, "A long petition from the trustees of Fairmount College was read. It recited the steady growth of the school, alleged that it was at a ruinous disadvantage on account of the measly, uncertain, rough, and tumble, jumpety-bump service of the street railway."

Thursday, August 12, 1897  
page 5. Article about meeting at city clerk's office to discuss proposed new street railway ordinance.

Article reports another meeting yesterday between city officials and street car company officials discussing a proposed new street railway ordinance. Details.

Friday, August 13, 1897  
6. Article reports new population figures reported for 1897 by the state board of agriculture. ¶ Includes Kansas City — 41,150, Topeka — 31,842, Leavenworth — 21,536, and Wichita — 20,160. ¶ Sedgwick county is 28,651 and Shawnee county 49,966.
Article — "New street railway franchise passed unanimously" — for 20 years.

Article reports passage by city council last night of ordinance granting the new street railway company a 20 year franchise. Given to the Wichita Railway, Light and Power company. Text given.

Saturday, August 14, 1897

Article — "Work on New Street Railway Commences Immediately."

Sunday, August 15, 1897

The Sheets property, corner Douglas and Market, will be sold at sheriff’s sale next Wednesday at the court house.

Dr. H. B. Tihen resigned as county physician yesterday, and says he will locate in some other state. He says the position of county physician is an ungrateful hard and poorly paid one and that a man is better off without it. His successor will be named by the commissioners next week.

County attorney Amidon gives opinion that the county commissioners can accept real estate in settlement of their claim on the defunct Wichita National bank, and therefore they can accept title to Griswold park for this debt.

People are requested not to drive on the track at Griswold Park this week, as the same has been leveled and rolled smoothly for the races and heavy vehicles cut it up so that it is impossible to ride on it.

Official publication of Ordinance 1441.

Friday, August 20, 1897

Deal was closed last night whereby Mr. George Innes of Lawrence, Kansas becomes the proprietor of the McNamera dry goods house on Main street.

Saturday, August 21, 1897

Out at Tolerville the Missouri Pacific has a 600 foot switch, but the wheat business is so good the road is preparing to put in a side track of 1,400 feet.

Sunday, August 22, 1897

The street railway company have about 40 old cars which they are trying to sell for play houses, chicken coops, etc. The company expect to purchase some new cars for
immediate use.

The Rescue Home on corner of 4th avenue and 10th street lost their cow yesterday.

**Tuesday, August 24, 1897**

The Street Car company has issued orders that on and after September 15th no passes will be recognized on the line. Those holding passes are to turn them in to the company.

**Wednesday, August 25, 1897**

Article advocating renewal of the old plan to connect and consolidate Griswold and Riverside parks.

Street car Number 9 struck a two-wheeled cart yesterday.

**Friday, August 27, 1897**

The directors of the new street car company met yesterday and elected officers. Mr. H. B. Church is president, Mr. W. Q. Church is vice-president and general manager, and Mr. A. C. Jobes is secretary and treasurer. Mr. W. F. Ellis is said to be the largest stock holder. The capital stock is $300,000. The first work to be done will be on the South Main street line so that it will be in condition for the fair.

**Sunday, August 29, 1897**

Major E. W. Wiggins has recently completed a map of Sedgwick county which for correctness and detail has never been equaled. The name of every farm owner in the county is given. It is mounted on the finest of linen cloth paper and is highly finished.

Report of interviews favoring the county's taking Griswold Park for what the Wichita National bank owes the county.

**Tuesday, August 31, 1897**

The street car officials are planning to have the South Main line in first class condition for the fair. It is proposed to run the line into the grounds and have a loop formed. This will be just inside the grounds and to the west of the Water street entrance. Patrons will thus be brought to within 50 yards of the grandstand, where formerly they had to walk a half mile after leaving the car.

**Friday, September 3, 1897**

Ad for Wichita *Weekly Eagle* — one year for 50 cents.
Saturday, September 11, 1897

Article reports the county commissioners yesterday bought Griswold park for the county's remaining claim of $7,614 against the Wichita National Bank. When the bank failed some years ago there was deposited in it $13,843 of the county's money. Mayor W. N. Ewing was appointed receiver and he paid off 45% of the outstanding claim, leaving the balance of $7,614, which has been standing due for some time. The bank owned Griswold park, having taken it under mortgage foreclosure from Mr. Griswold. Article gives legal description of the property.

Sunday, September 12, 1897

Mr. and Mrs. W. H. Rauch of North Lawrence avenue entertained Mrs. Dr. H. B. Tihen and little son for several days during the past week, prior to their leaving for their future home in Missouri.

Thursday, September 23, 1897

Ringling Brothers' circus is performing in Riverside park today. The parade will go west on Douglas avenue, then up Main to Oak street, and thence out Oak to the grounds.

Friday, September 24, 1897

Article reports contract let to J. Holgates and Company of Chicago for rebuilding the Wichita street railway system. For the last week there have been 25 men at work on the road, mainly on the South Main street line, to mend it for the heavy business expected next week during the fair. More than 350 ties were put in, spikes put down, and the rails braced so that when you start to the Fair grounds on a car next week you can expect to reach the place with the car taking a jump and sticking in the mud about half the distance out.

The street car bridge spanning the Little River at Elm street became so shaky yesterday just before the circus performance in the afternoon was dismissed that it was considered to be in an unsafe condition and the cars were not allowed to pass over it. The bridge is an old one and no repairs of any importance have ever been done, which with the heavy traffic yesterday caused it to wobble so much that no one cared to cross it.

Sunday, September 26, 1897

Article quotes a business man urging the city to buy Griffenstein Park, which he says can be had for a nominal sum. Griffenstein Park is a fine body of land, rolling, shady, full of the finest natural growth of timber in the state. In a year or two the black walnuts will be worth all the land will cost now.
Tuesday, September 28, 1897
page 2.
Councilman McLean yesterday introduced reason that a proposition to issue $12,000 in bonds to be used to purchase lands known as Riverside Park and Griffenstein Park be submitted to the voters at the next general election. These parks contain 106 acres, to be obtained at not more than $100 an acre.

Wednesday, September 29, 1897
page 2.
Note says: Don't misname the park. The park at west end of Central avenue was preempted by Will Shuman, who threw it open for use of the public 25 years ago, and it should continue to bear his name. There is an inclination to call it Griswold. It is Shuman.

5. Article reports 8,000 people were on the fair grounds yesterday for the first day of the fair. Details.

Saturday, October 2, 1897
page 5.
Article reports on crowd of people here yesterday for appearance at the fair of William Jennings Bryan. ¶ The number of extra coaches for Wichita yesterday were: Santa Fe 42, Missouri Pacific 31, Wichita and Western 11, Rock Island 10, total 94. Eleven special trains came into Wichita yesterday besides the regular ones. ¶ Every street car was brought into service, but they could not begin to accommodate the throng. Dilapidated as they are, they managed to stay on their wheels and on the track, and loaded to the roof, started off for the fair grounds, motion usually being obtained by the whole crowd teetering at the start.

6. Report on two speeches in Wichita yesterday by William Jennings Bryan, in the afternoon at fair grounds and in the evening at the Auditorium.

Sunday, October 3, 1897
page 4.
Article reports that $2,400 was paid to William Jennings Bryan for his two speeches in Wichita Friday.

Article about monopolizing of William Jennings Bryan's time here by local Democrat bigwigs.

Wednesday, October 6, 1897
page 5.
The Maple street bridge is blocked by a house which is being moved across the river. The house broke down in the middle of the bridge and obstructed the driveway.

Thursday, October 7, 1897
Article describes the proposed routes of the new street railway system. Details.

**Sunday, October 10, 1897**

A new long distance telephone line has just been completed from Chicago to Kansas City. An extension from Topeka to Hutchinson is being made, and when completed, Wichita will be connected with all the great cities of the north and east including Chicago and New York. The new line has almost reached Abilene, from where it will be extended to Salina, McPherson, and then to Hutchinson, and will be completed this winter. Wichita is already connected with Hutchinson and 26 other Kansas towns.

**Wednesday, October 13, 1897**

Article discusses the ordinance proposal for purchase of Riverside and Griffenstein parks, to be submitted to popular vote at the next election, November 2.

**Thursday, October 14, 1897**

Article says work on the new street railway started yesterday on Oak street, but there are only ties enough on hand to build two blocks of the line to be built to Fairmount. The route is from Oak and Main east on Oak to Piatt, north on Piatt to Park avenue, east on Park to Hillside, and north on Hillside to Fairmount. Article says the "residents of Topeka avenue do not suffer any annoyance from the old flat wheel rattletwaps that now scoot up and down her entire length from Douglas avenue north to the stock yards."

**Sunday, October 17, 1897**

Diagram of the proposed park system of Wichita.

Article describes the new park plans. Details.

**Wednesday, October 20, 1897**

Work began yesterday on the Scheetz building at corner of Douglas and Market, and the building will now be finished up.

**Saturday, October 23, 1897**

Messrs. Jett and Wood, wholesale grocers at 141 North Topeka, have purchased from Mayor Ewing, receiver of the Wichita National Bank, the vacant property on the northwest corner of 5th avenue and William street. The property has a frontage of 156 feet on 5th avenue and extends 140 feet back to the alley. Sales price was $3,000. Mr. Jett said they have decided to build a building for their wholesale house. The firm
is not yet three years old.

**Tuesday, October 26, 1897**

City council yesterday let contract to the Wichita Electric Railway, Light and Power company to furnish to the city 175 arc lights at $60 per annum each for a period of ten years.

Article describes plans of the new street railway company — to have 200-300 men at work within the next three weeks, new cars running by January 1st. There will be 12 new closed cars and 15 open ones. Details.

**Sunday, October 31, 1897**

The window frames on the second story on the Sheetz building were put in place yesterday.

The Santa Fe is putting in a new brick platform at its depot.

**Wednesday, November 3, 1897**

The proposition to issue bonds for a park carried by a big vote in the election yesterday. There was little opposition. Bonds to the amount of $14,000 were voted on.

**Friday, November 5, 1897**

Another article about plans for the new street railway.

Article gives details of plans to purchase new park land under the $14,000 bond issue approved in the election Tuesday. ¶ The total number of acres to be purchased in the two parks is 106. Mr. Coler Sim is manager of 90 acres of the property, 52 acres in Riverside and 38 in Griffensten. Mr. O. G. Nims of Keene, New Hampshire, is the owner and has asked $9,000 or $100 an acre. Mr. L. W. Clapp has charge of the other 16 acres in Griffensten, which is owned by Mr. Whitecomb, of Massachusetts. At $100 an acre for the 106 acres, it will cost the city the sum of $10,600. The other $3,400 will be used in constructing bridges and approaches to the parks and improving the grounds. ¶ Both of the gentlemen were loath to part with the property at $100 per acre, but they own considerable property in that part of the city, and as a fine park would increase the value of their other holdings, they agreed to part with the property along the river front at a greatly reduced price.

**Sunday, November 7, 1897**

The brick block on the southwest corner of Douglas and Lawrence, known as the Roys
building, was sold this week to a man from the East.

The addition to St. Francis hospital is about completed.

11. Article reports plan to organize a boating club in Wichita. "Not since 1887 has Wichita had a boating club." "The Little River will be dammed at its mouth thus making the river what it was ten years ago."

Friday, November 12, 1897
page 5. Article says contract for the new street cars has been let to the St. Louis Car company. There are to be 27 cars, 15 open cars and 12 closed or winter cars. ¶ Cars will have route signs on front and rear, with a roller curtain having the names of all the terminals in white lettering on a black background. ¶ The following signs are to be in the box on each end of every car: North Main and Fairview; Fairmount and Cemeteries; Topeka Avenue and Stock Yards; South Topeka to Lincoln; College Hill and West Side; Union Depot; South Main; Fair Grounds; West Side to University.

Friday, November 19, 1897
page 5. Article reports the Scottish Rite Masons of the Valley of Wichita are working on arrangements to purchase the YMCA building at 1st street and Topeka. The owner of the building has asked for $32,000. Details.

Article on Council action last night concerning the street railway.

Saturday, November 20, 1897
page 5. Article reports it is now practically settled that the YMCA building will be purchased by the Scottish Rite Masons. Details.

Sunday, November 21, 1897
page 1. Beginning December 1st the Daily Eagle will be delivered in the city at ten cents per week.

4. Quote from Valley Center Index: "Wichita is soon to enjoy new street cars, we are told. That's good, but why don't they build a street railway before purchasing cars. By common consent the line running out Topeka avenue to the stock yards is the roughest piece of road on this continent. The Society for the Prevention of Cruelty to Animals can here find legitimate action for their benevolent impulses. The aged, the infirm, those in delicate condition, physically or mentally, mock at fate when they take passage on that line."
Article refers to the bridge across the Arkansas river on Hydraulic avenue.

Sunday, November 28, 1897

The Union Stock yards are now receiving between 600 and 700 hogs daily.

The subscription for the Wichita Hospital, that is to be enlarged, re-fitted, and re-established in the big Martinson block, has now reached $2,000 of the $2,500 that is required. Details.

Report of interview with J. R. Mead giving an account of the wanderings of the Wichita Indians. Details.

The street railway company makes change by means of a little envelope which contains one ticket and sufficient silver to make the full amount. These envelopes have printed on them the amount enclosed, "Ten Cents," "Twenty-five Cents," "Fifty Cents" and "One Dollar." Thus the "Twenty-five Cents" envelope would be filed with twenty cents and one ticket, etc.

On January 1st the Santa Fe will change the name of the division now known as the Southern division, with headquarters located in the city. It will be known as the Oklahoma division. This will eliminate confusion, in that the line running from Kansas City to Panhandle, Texas, is known as the Southern Kansas division.

Tuesday, November 30, 1897

Editorial blaming Kansas City for its detrimental influences on Wichita.

Friday, December 3, 1897

Yesterday closed the work on jury cases. The retiring jury, over Judge Dale's protest, established a precedent by presenting the judge with an elaborate gold combination K. of P. — Masonic pin. County Attorney Amidon made the presentation speech. Judge Dale replied with hesitation. He had indicated to the jury that no presents went, but the jury wouldn't have it that way.

The first snowfall of the season yesterday stalled the street cars for several hours at different points along the line. After the tracks were cleared it was found necessary to hitch two cars together in order to make the regular runs.

Sunday, December 5, 1897

All of the engines coming into Wichita the past few days have been adorned with snow plows.
4. Ad of George Innes and Company, "formerly McNamaras."

13. The three creameries here now produce nearly 2,000 pounds of butter a day, or about 660,000 pounds a year.

Tuesday, December 7, 1897

5. Monthly report of superintendent of schools: Enrollment is 1,976 boys and 2,083 girls, total 4,050 compared with 3,997 at same time last year. High school enrollment is 145 boys and 220 girls, total 365 compared with 350 at same time last year.

6. Two cars of cedar ties for the new street railway arrived over the Frisco yesterday from northern Michigan.

Wednesday, December 8, 1897

5. Nine cars of cedar ties for the street car company had been received here by yesterday afternoon. No work will be done for several days because the steel rails have not arrived from Chicago.

Friday, December 10, 1897

5. Article reports the holiday opening last night of Innes and Company, the new proprietors of the old McNamera store. Details.

Mr. B. L. Eaton, proprietor of the Easton and Manhattan hotels, has made arrangements with the owners of the Manhattan property whereby he will have a lease on the Manhattan for another year, beginning January 1st. Mr. Fred Van Duyn will continue to manage the hotel.

Saturday, December 11, 1897

5. The Scottish Rite Masons yesterday closed the deal for the purchase of the YMCA building at 1st and Market for a price of $20,330. The owners of the building were the Presbyterian Board of Ministerial Relief of Philadelphia. From five dollars to $10,000 will be spent on remodeling the building. Details.

Sunday, December 12, 1897

4. Thirteen car loads of cedar ties for the new street railway have arrived over the Frisco and are being unloaded and taken to Oak street. Mr. Church, the city superintendent of the new system, has resigned his position with the Santa Fe and will assume the immediate management right away. The new winter cars will be ready for use probably by the middle of January or within 30 days.
Friday, December 17, 1897

6. The brick block on West Douglas avenue in which the harness store of Henry Schad is located was sold yesterday to Dr. Dorsey for $3,500 by J. P. Allen, and Messrs. Stewart and Burns, who have been owners of the property for some time. Dr. Dorsey will occupy the second floor with an office.

Sunday, December 26, 1897

11. Nine men out of ten who live downtown, if asked about the Fairmount waterworks, would reply that that plant hasn't been running for years. As a matter of fact, it is running and regularly furnishes water to the people on the northeast hill known as Fairmount. It is maintained by the regular water company in this city. ¶ The water company pumps three million gallons to the city every 24 hours.

Thursday, December 30, 1897

5. Yesterday the deeds for the new park land came into final possession of the city. From the $14,000 of bonds issued at six percent and taken by the Fourth National bank, $7,960 was appropriated (Ordinance Number 1,465) to purchase 79.6 acres pursuant to Ordinance Number 1448. ¶ The city engineer was instructed to begin the work of constructing a boulevard at once.