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 1904 WICHITA EAGLE

Wichita Eagle
Friday, January 1, 1904
page 3.

Ad with drawing of Thomas Sanitarium (formerly Martha Washington Home), corner of 10th and St. Francis.

6. A special train of Santa Fe officials on private cars Numbers 215, 325, and 6 arrived in Wichita yesterday.

Sunday, January 3, 1904
page 10.

The American Waterworks and Guarantee company spent more than $100,000 on improvements in Wichita in the past year. The last of the old wooden mains, laid in the 1880s by the original company of Wichita citizens, was replaced by eight inch cast iron mains the last week of the old year. When the present company bought out the old one in 1888 and started replacing the old wooden mains, they found it just as easy to use large eight inch cast-iron mains, since the old wooden ones were just as large. During 1903 the company put in the great receiving well at a cost of $15,000. The old pumping machines have also been replaced with new and up-to-date ones (details) with a combined capacity of 15,000,000 gallons per day. Another valuable addition was the laying of a second 12 inch main from the pump house under the river into the city proper, running on Seneca street under the river to Douglas avenue, and then east under the river again. Article lists streets on which new mains were laid past year. The company in past year also purchased the last piece of the island on which the station is situated. When the plant was originally bought, only five acres were included in the purchase, but a little has been added from time to time until now the entire island is controlled by the company. Superintendent is Fred Aley.

Buildings started or completed in Wichita in 1903 included:

- St. Paul’s Methodist Episcopal church, North Lawrence, $40,000 (started).
- Cold storage plant, Rock Island avenue, $35,000.
- Three story brick and stone, National Bank of Commerce, Main and Douglas, $23,000.
Orient hotel, second block West Douglas, $22,000.
Three story brick, fourth block East Douglas, H. Schweiter, $22,000.
Central Christian church, North Market street, $20,000.
St. Louis and San Francisco station, $20,000.
Two story brick, second block North Main, H. Steinbuchel, $17,000.
Two story brick, Washington and Douglas, E. Werner, $15,000.
Frisco freight house, Rock Island avenue, $14,000.
Two story brick, second block West Douglas, Naftzger and Moore, $12,500.
Wellington hotel, first block South Main, $12,000.
Three story brick, second block West Douglas, H. J. Roetzel, $12,000.
Two story brick, second block North Market, Missouri and Kansas Telephone Company, $12,000.
Two story brick, 7th and East Douglas, W. H. Bretch, $10,000.
Six story addition, Carey hotel, $10,000.
Three story brick addition, Baltimore hotel, $8,500.
Two story brick, fourth block East Douglas, Dr. Dorsey $8,000.
Brick round house, Frisco Railroad, $8,000.
Two story brick, 12th block East Douglas, Stewart, $5,000.
Addition, Turner building, $4,500.
Three story brick and stone addition, Rorabaugh Dry Goods company, $3,700.
Two story brick, fifth block East Douglas, E. Bronson, $5,000.
Two story brick, fifth block East Douglas, Mabel West, $2,000.
Two story brick, ninth block East Douglas, Jones and Clinesmith, $1,900.

11. Reports of city administration in 1903. ¶ Eight and three-quarters miles of streets graded.
   ¶ Following streets were paved: Douglas from Wichita to Seneca, 1st street from Main to Water, Tremont from Douglas to William, Seneca from Douglas to University. ¶ Contracts let for paving: University from Seneca to Friends University, Water from Douglas to 1st, Rock Island from Douglas to Division. ¶ Cement curbing and guttering were put in on: Lawrence from 10th to 13th, Emporia from 10th to 12th, Topeka from Murdock to 13th.

   ¶ Fire department has 30 men in four stations with eight companies. Details. ¶ Park commissioner’s report for 1903: ¶ The driveways have been greatly improved by the addition of shale and crushed limestone rock until they are equal to a macadamized road. Some 80 carloads of this material were contributed at no cost by the Frisco, Missouri Pacific, and Santa Fe Railroads. ¶ The deer and elk give much pleasure, and the park commission now plan to construct a bear pit, hopefully by spring, and to obtain two bears to place in it.

13. During the past year 317,828 hogs were received at the Wichita Union stock yards. Cudahy bought 149,777 of them and Dold 122,579. Forty-five thousand four hundred and seventy two hogs were shipped out, mostly by the Armour Packing company.

14. Article on Wichita Railroad and Light company in 1903. The company has spent $75,000
in improvements during the year. ¶ “There are not a few people in this city who fix the beginning of Wichita’s marvelous growth in building and business expansion at the time of the beginning of the building of the new street car system by the McKinley-Nelson company.” ¶ The car barns and the cars burned up have been replaced with a better barn and better cars. The company during the year has purchased seven new 20 foot cars with cross seats and will get two more by the first of February. These in addition to the four new summer cars, give 13 large cars. ¶ The new line on South Emporia avenue was built during the year and opened on July 9th. ¶ The West Side line was rebuilt from Wichita street to Seneca with 60 pound rails six inches high and 62 feet long, laid on creosoted ties which rest on a concrete foundation. ¶ One of the most convenient improvements during the year was building the cut-off along the Missouri Pacific right of way from 12th street to Market, thence north to 17th street. This shortened the line 2,000 feet, reducing time to the Stock Yards from 20 minutes to 15. ¶ Improvements have also been made at the power house (details).

Tuesday, January 5, 1904
page
5. The talk of natural gas for fuel in this city was renewed again yesterday at the city building, and there are some who believe that the people of this city will have natural gas inside of a year.

Saturday, January 9, 1904
page
6. The Missouri and Kansas Telephone company is preparing a new directory which will contain about 1,250 numbers.

Sunday, January 10, 1904
page
5. A two story store building is being built at 1106 East Douglas by Mrs. Susan Rodkey.

Tuesday, January 12, 1904
page
5. Work on the Central Christian church has been resumed after two weeks delay due to shortage of structural iron.

8. The new Bank of Commerce building was open for business for the first time yesterday.

Wednesday, January 13, 1904
page
5. S. L. Nelson, president of the Wichita Railroad and Light company, arrived in the city last night. He says business in Wichita has increased 20 to 40 percent each year since the company started here. ¶ The lines on Cleveland and Pattie avenues will be extended just as soon as weather permits.

A two story brick building is to be constructed on East Douglas between Mosley and
Washington by H. Schenebricker for about $5,000.

Petition has been presented to county commission asking for construction of a pile bridge across Arkansas river at Harry street.

6. The Missouri and Kansas Telephone company will soon commence the construction of a new toll line between here and Kechi.

Thursday, January 14, 1904

5. Mayor B. F. McLean and W. B. Throckmorton are planning the construction of a two story brick building, 50 feet by 120 feet, on the southwest corner of Douglas and Rock Island, for about $10,000.


Sunday, January 17, 1904

5. The Dold packing company yesterday signed contract for a new 250 ton refrigerating machine. This and other improvements at the plant will cost nearly $60,000.

8. Article reports the Wichita Railroad and Light company paid out for labor in 1903 $40,695. ¶ During 1903 the company carried 2,764,353 passengers, counting cash fares, tickets, and transfers. ¶ Total car service for the year was equal to one car operated 5,710 days for a distance of 828,497 miles. ¶ Four thousand four hundred and twenty-seven tons of coal were consumed at the power house. ¶ Above reports were by Superintendent Morrison.

Tuesday, January 19, 1904

5. City committee passed ordinance yesterday for opening of a street in North Riverside between 9th and 11th streets along the Arkansas river (sic) and from Woodman bridge to Central avenue.

Wednesday, January 20, 1904

5. William Griffenstein yesterday filed petition for divorce from Minnie Griffenstein, to whom he was married in Burnett, Oklahoma Territory on January 11, 1900.

Friday, January 22, 1904

7. Legal publication, Ordinance 2154, opening a street along the east (left) bank of the Little Arkansas river from the west end of 9th street, in a northerly and westerly direction to the south side of 11th street, corresponding in location with the embankment or driveway...
along the bank of the river in North Riverside park so far as practicable, and to be known as 9th street. Approved January 19, 1904.

Legal publication, Ordinance 2155, opening a street 30 feet wide along the left (east) bank of the Little Arkansas river from the east of South Riverside park, near the south end of Woodman bridge, in a westerly and southerly direction to the north side of Central avenue, to correspond in location with the track or driveway along said bank. Approved January 19, 1904.

**Sunday, January 24, 1904**

5. Contract let yesterday by Fred Bissantz for construction of an ice cream factory 30 feet by 100 feet on Rock Island avenue between Hockaday’s and the Wichita Ice and Cold Storage company for $5,000.

6. The Frisco Railroad has completed the replacing of the old track between Neodesha and Beaumont with new 75 pound rails. Improving of the line between there and Wichita will now be commenced.

**Tuesday, January 26, 1904**

5. More switch room is needed in the joint switch yards in the north part of the city, so a new switch 750 feet long has been ordered to be built west of the present Nerling elevator switches. The new Nerling flouring mill will be built on this switch.

**Wednesday, January 27, 1904**

5. Board of managers of the Masonic Home in Wichita last night voted to build an addition to the home costing $25,000.

**Friday, January 29, 1904**

5. A Santa Fe special train yesterday made 72 miles between Emporia and Newton in 75 minutes, including stops. It was pulled by Engine Number 57, which passes through Wichita daily. It is of the Brooks type and was built especially for making fast time.

**Tuesday, February 2, 1904**

5. Ordinance passed by city council yesterday to pave William street from Market to Santa Fe avenue. ¶ Contract awarded for extension of bridge across river at Central avenue to cost $569, and for repairing and extending the dam at a cost of $3,300. ¶ City clerk instructed to advertise for bids for repairs to the 11th street bridge.

6. Rufus Cone and G. W. Cornell, owners of the Kansas Steam laundry, have made plans for a three story brick building at northwest corner of William and Lawrence, with frontage
of 50 feet on Lawrence and 149 feet on William, to be completed July 1. ¶ The site is immediately to the rear of the one now occupied by the Cone and Cornell laundry, so that when the new building is completed the two can be connected at the second floor with an iron bridge extending over the alley.

**Thursday, February 4, 1904**

5.

The M. Rumley Threshing Machine company, of La Porte, Indiana, yesterday purchased ground on Mead avenue between 1st and 2nd streets with 183 feet on Mead and extending 150 feet to the rear, for $2,500. Contracts will be let today for construction of a store house and machine shops. The main building will be 50 feet by 150 feet and in addition an office building and repair shop will be built. They are to be ready for use within two months for the spring trade.

**Saturday, February 6, 1904**

6.

A new engine, Number 818, has just been received from the Ft. Scott shops and will run out of Wichita (probably Missouri Pacific).

**Sunday, February 7, 1904**

19.

Two story brick building at 318 East Douglas was sold Friday to Arthur Paulline by S. S. Findley for $20,000. Mr. Findley built it about two years ago.

**Wednesday, February 10, 1904**

5.

The paving of University avenue was completed last Saturday (asphalt).

**Thursday, February 11, 1904**

5.

The Wichita Commercial club will open its new club rooms today on the second and third floors of the new bank building at Main and Douglas.

**Sunday, February 14, 1904**

19.

of Douglas, Water to 5th, Alley south of Douglas, Water to 4th, Alley east of Main, Douglas to Central, Car tracks on Main street and Douglas avenue.

Tuesday, February 16, 1904

5. Petition from 400 residents submitted to City Council asking that the Wichita Railroad and Light company be requested to extend its Cleveland avenue line to 9th street.

10. Beginning yesterday, a ten minute car service was again inaugurated on the South Main street line.

Saturday, February 20, 1904

8. Legal publication containing definition of the “rattler test” of vitrified brick: brick placed in machine known as a rattler, 28 inches in diameter, making 30 revolutions per minute, the number of revolutions for a standard test to be 1,800, and loss of weight by abrasion or impact during such test not to exceed 25 percent of the original weight of said bricks.

Sunday, February 21, 1904

6. A Santa Fe work train is in Wichita for a week. The crew is engaged in sinking some new piling in the Wichita and Western bridge.

19. Article gives history of Hockaday Hardware company on Rock Island avenue, which was started five years ago.

Tuesday, February 23, 1904

6. Charles Umbarger died of consumption Sunday at his home, 1204 Bitting, at age 54. He had lived in Wichita ten years and was a motorman of the Wichita street railway.

Thursday, February 25, 1904

5. Under rules adopted by the Master Car Builders’ association, the standard box cars are now 40 feet in length and have a capacity of 80,000 pounds. The standard coal car is 40 feet long with sides 60 inches high and capacity of 80,000 pounds. Some former coal cars were 50 feet long but with height two feet less and capacity only 60,000 pounds. The shorter cars are more easily handled and switched.

Saturday, February 27, 1904

6. The Rock Island is already at work relaying its track from Herington to Wichita with new steel and ballast.

Sunday, February 28, 1904
4. The new Emporium store at 134 North Main was formally opened yesterday.

6. Switch locks are being placed on many of the switches within the yard limits by the Santa Fe and will be kept locked when switches are not in use. Switchmen, as a rule, are not in favor of unlocking padlocks when they want to throw a switch, but the rule is to be more strongly enforced in the future as a matter of safety. Along the Santa Fe main line it is a serious offense to leave the switch unlocked.

Tuesday, March 1, 1904

5. After three days work, laborers employed by the street car company have completed stringing wires, poles, rails and ties along Cleveland avenue, and yesterday 20 men were put to work grading and laying the ties for the new line. The work was commenced at Douglas avenue from where it will build north to the end of the line.

6. Two new engines were received from the Missouri Pacific shops yesterday, Numbers 877 and 880. One goes on the chain gang and the other will be given to Engineer Sommers for his run.

Wednesday, March 2, 1904

5. The Fletcher property at 933 North Waco was sold yesterday to Judge D. M. Dale for $10,000. The home is a three story brick with all the most modern arrangements.

6. Missouri Pacific engine 896 is again out of the shops at Eldorado and was returned to the local roundhouse yesterday.

Sunday, March 6, 1904

7. The Crystal Ice plant building at Pearl and Osage streets on the West Side was destroyed by fire early this morning.

19. Among the chief factors to which citizens must attribute Wichita’s success in building and developing is the street car progress. Etc. ¶ At present Cleveland avenue is experiencing a favorable change by the building of a street car line to the extent of a half mile of its length, which will be completed by next Wednesday. ¶ Since the street car line which is now being built in this avenue is going to do so much for that part of the city, it is proper to state here that the line will for the present only run to Third street. When the street is graded up farther it is being contemplated to extend it on to Murdock avenue and even further, as the city builds.

Tuesday, March 8, 1904

6. Article reports that about $25,000 will be spent in rebuilding the Crystal Ice company’s
Thursday, March 10, 1904
page 5.

Article reports that Wichita is to be in the Southwestern Baseball League. Location of the grounds will be made public tomorrow.

Friday, March 11, 1904
page 6.

The Frisco has installed a time board in its passenger station, giving the arrival and departure of all trains. It is expected that this will do away with the answering of a large number of questions by the ticket clerk.

Sunday, March 13, 1904
page 19.

Article about improvements to be made in the parks this spring, including $12,000 to be spent on Riverside park. The driveway on 9th and Jefferson will be raised and leveled requiring raising of Griffenstein bridge and the street car bridge by two feet. The Central avenue bridge will be lengthened 50 feet, as the present approaches are insufficient. A new driveway will be opened immediately from Nims to Buffum avenue on ground lying next to the river, which was purchased from private owners.

Tuesday, March 15, 1904
page 5.

Ordinance passed by city council yesterday changing name of Tremont street from Lewis south to Lafayette.

Thursday, March 17, 1904
page 5.

Work is progressing nicely on the Pattie avenue car line and it is hoped by the company to have it completed within ten days. It will be built a half mile long. Further extensions will be considered in a while when the directors of the company hold a meeting in Wichita. The stock yards people will, no doubt, present their claims to an extension of the line to the yards. At present it is quite unhandy, as all those visiting the yards are compelled to walk nearly a half mile to get there.

Friday, March 18, 1904
page 6.

A new engine, Number 213, received from the shops at Wellington, has been placed in the Wichita and Western branch of the Santa Fe out of Wichita.

The Santa Fe will soon lay 80 pound steel rails on its line between Wellington and Woodward and will replace the wooden bridges on that line with steel bridges.

Sunday, March 20, 1904
The Orient Railroad has just received a number of large passenger mail and baggage coaches and is putting them in use on the line between here and Fairview, Oklahoma Territory.

Wednesday, March 23, 1904

Within one week at the latest, the new car line on Cleveland avenue will be in operation. Fifty men yesterday began laying a double track on Douglas from Mosley to Washington. This aroused speculation as to whether the company might build a double track from where it now ends, just this side of the Santa Fe, clear to Cleveland avenue. It will probably be three or four weeks before the Pattie avenue line is completed. Two new cars have been received -- Numbers 150 and 152 -- as large as any that the St. Louis car company builds, and made so that the sides can be dropped in warm weather. Number 150 is now on Topeka avenue and 152 not yet in service.

Friday, March 25, 1904

Article about a proposed interurban line between Hutchinson and Wichita to be built by the Arkansas Valley Transit company, J. J. Burns, president.

Saturday, March 26, 1904

Article reports that George Bruner, of Streeter, Illinois, has built a brick plant, now nearly completed, at corner of Hillside and Harry streets, and expects within three weeks to be manufacturing 35,000 bricks per day.

Sunday, March 27, 1904

Photo of Washington school, at corner of 3rd and Cleveland, built in 1889 at cost of $20,000, and first opened for school purposes in September 1890. It is eight room, brick.

Wednesday, March 30, 1904

S. L. Nelson, general manager of the street car company, will meet today with the Holiness Camp Meeting association, to consider leasing 12 acres of ground belonging to the street car company west of Riverside park to this group for erection of a large auditorium.

Friday, April 1, 1904

Both the Cleveland and Pattie avenue car lines will be in operation within two weeks, said Superintendent W. R. Morrison last night. This changes the original plan to put the Cleveland avenue line into operation first. It was intended to put cars in service on that branch as soon as the new double track on East Douglas avenue was installed. This work is nearly competed, and plans were to put the Cleveland avenue line in operation perhaps
Saturday. This was because it was thought the Pattie avenue line could not be finished inside of four or five weeks because ordered material would not reach here soon that was necessary in building the line. ¶ It is now learned that the material will soon be here; hence the new plan to start the two lines simultaneously.

6. *Salina Journal* reports that the Missouri Pacific Railroad has given that city notice that the stub passenger train between Wichita and Salina will be taken out of service after April 24.

Frisco Railroad are to make extensive repairs to their track facilities in this city. A force of men started work yesterday on the main line just south of Douglas and will gradually work north. From Douglas avenue to 2nd or 3rd street the main line will be raised several inches and ballasted.

9. Ad for Thomas sanitarium with drawing.

**Saturday, April 2, 1904**

5. Article about proposed right-of-way to Burrton for Arkansas Valley Transit company electric interurban.

6. The Santa Fe has announced that long-needed repairs will be made in a short time on the passenger station at Wichita. The present depot is a good stone structure, but the town has outgrown it and has needed a larger and more convenient building for years. The waiting room will be enlarged sufficiently to hold at least a coach load of passengers, and the ancient seats will be removed to make plans for good comfortable ones.

**Sunday, April 3, 1904**

4. Three story brick building at 246 North Main sold yesterday by Mrs. J. J. McNamera to Otto Hellar for $8,750. It was built in 1887 with frontage of 25 feet and depth of 110 feet. The lower floor is at present occupied by Joe Stewart’s meat market.

**Friday, April 8, 1904**

5. Article on progress on plans for Arkansas Valley Transit company interurban line. “Building material is expected on the ground now, within a month, at the latest.”

**Saturday, April 9, 1904**

6. The Frisco has just received six new locomotives which have already been put in service on the line between Neodesha, Wichita, and Ellsworth. The first arrived in Wichita yesterday. All will be used exclusively for passenger trains. They are numbered in a series of 100, and the one that arrived here yesterday was Number 133. They are just a little larger than those which have been in use on this division and are superior in many respects to the old engines.
Sunday, April 10, 1904

14. “City Regulator” -- Just watch how the town grows along the line of the street railway as it is extended. And yet one will find people who make a fuss because a line is proposed to be built along the street in front of their places. But you hardly ever hear anyone complain after the road is once in operation.

Wednesday, April 13, 1904

5. Stairway on fourth floor of the Sedgwick block is being extended on up through the ceiling for the benefit of the United States weather office. It will be built on up from the roof to the dome and the instruments placed for use. This will make it easy of access.

6. Article describing remodeling being done on Santa Fe passenger station here.

   “In Santa Fe Railroad circles a train that is late is designated as having gone Democratic.”

Thursday, April 14, 1904

5. L. W. Clapp, Dr. J. G. Dorsey, and Kos Harris will begin erecting a brick building about May 1st on the 75 feet of ground immediately west of the new Bank of Commerce building. Building is to be three stories.

Friday, April 15, 1904

5. Article describes additions to be built to Cudahy packing plant for $15,000.

6. Sparks from a passing locomotive yesterday set fire to the Rock Island’s water tank situated about two blocks south of Douglas avenue. The scaffolding on which the tank rested was not damaged, but the tank was burned so that it will have to be rebuilt. The loss is estimated at between $400 and $500.

Sunday, April 17, 1904

5. Article saying work is to start Monday on line of Arkansas Valley Interurban railway between Wichita and Wellington and Geuda Springs.

18. Ad offering sale of lots in Parkview Addition (Riverside avenue to Buffum and along “Parkview avenue” (West River Boulevard).

   Parkview Addition to go on sale April 25. ¶ Prices: 1 to 27 on Riverside avenue,$150 each, 1 to 4 on Parkview avenue, $250, 5 to 8 on Parkview avenue, $225, 9 to 18 on Parkview avenue,$200, 19 to 22 on Parkview avenue, $175, 23 to 27 on Parkview avenue, $150. ¶ Block three and Reserve A subject to owner’s approval as to price. ¶ For sale by
Reese and Company, 112 East First street. ¶ Ad says, “The city has contracted to macadamize Parkview avenue the entire length of this addition, connecting it with the macadam boulevards of Riverside Park.”

19. “City Regulator” -- Article describing work underway in improving drives, etc. in Riverside Park.

“City Regulator” -- Sarcastic comment about small improvements being made to Santa Fe passenger depot.

Tuesday, April 19, 1904

8. Annual reports of city officers -- Fire Commissioner, Chief of Police, Street Commissioner, Park Commissioner, etc. ¶ Street Commissioner says “The island in the Little river was taken out and a levee built to keep the water from flooding the park.” Also says the Woodman bridge and 17th street bridge were repaired during the year. ¶ Park Commissioner says Riverside park was badly demoralized by the flood in May 1903 but has now been restored at a cost of $1,500. There are five elk and four deer in the park. The Frisco, Missouri Pacific, and Santa Fe Railroads have kindly furnished Joplin shale for our driveways free of charge and Superintendent Morrison of the Street Railway company has provided a large amount of cinders. ¶ Improvements are now being made to protect the parks and the city from flood waters. The driveways and banks are being raised. The driveways along the river bank from Griffenstein bridge to 11th street should be widened and the holes filled with sand from the river bed to prevent stagnant water accumulating in them and breeding mosquitoes. ¶ Mayor says contracts have been let for paving of entire length of Rock Island avenue, and Water street from 1st to Douglas, and petition granted for paving William street from Wichita to 5th avenue.

Wednesday, April 20, 1904

5. Fire last night caused $1,000 damage at the Hydro-Carbon Light company at 113 North Main street.

6. Work started yesterday on building the Frisco’s park adjacent to the passenger station on East Douglas. Trees and shrubs were planted and the ground plowed. A driveway has been staked off. On the north side of the park, near the sidewalk on Douglas avenue, a flower bed is planned with plants placed to make the letters of the words “Frisco System.”

Sunday, April 24, 1904

19. “City Regulator” -- The street car travelers on Topeka avenue have waited long and patiently for the building of that new switch in hopes that the delay of the down town car almost every trip may be stopped.

Friday, April 29, 1904
5. Article saying grading started yesterday for right of way of Arkansas Valley Interurban Railway company just north of Hydraulic avenue outside the city limits.

**Sunday, May 1, 1904**

4. Arrangements for erection of a sanitarium on the West Side have been completed and work is expected to begin by the 1st of June. The committee has secured 20 acres of ground a few hundred yards southwest of Mount Carmel academy. The main building will be 38 by 90 with an addition 28 by 40, all three stories high. The cost will be close to $30,000.

5. Article reporting that an addition costing $25-30,000 is to be built on the Sedgwick block, Wichita’s largest office building. The building is owned by Edgar Harding, of Boston, who also owns 66 feet directly north of the building and extending to the alley in the rear. This 66 feet of ground at present is occupied by a one story frame dwelling, which will be moved away.

The executive and building committees of Fairmount College yesterday selected a site 300 feet east and 50 feet north of the main building on which to erect the new dormitory. Contract for the foundation will be let within a few days and this work will be completed by June 1st. The building will cost $25,000 completed.

7. Article reporting the first piece of radium seen in Wichita.

19. “City Regulator” --Wichita may be slow about something, street paving for instance, but the fellow who came sailing down the avenue in an auto from a distant town tooting his horn seeking to attract attention to his arrival, learned that there were more than fifty here -- of many kinds, sizes and varieties, from the light run-about to the eight-seated towing car.

**Tuesday, May 3, 1904**

5. City council meeting last night. ¶ Ordinance to be prepared for grading Douglas avenue west from Hillside as far as necessary to get it in shape for paving within the next year or two. ¶ City engineer to examine and report on feasibility of straightening Chisholm creek from 1st street in a southerly direction to Douglas avenue.

Board of Education meeting. ¶ Total enrollment 5,670 of which 4,586 are remaining to date (413 gain over same month last year). ¶ High school enrollment total 508; number remaining 409.

**Wednesday, May 4, 1904**

5. Scott Winne was fined $25 yesterday for driving his car through Riverside park in excess
of six miles an hour. The officer declared he was running at the high rate of 30 miles per hour. Mr. Winne denied this but “fessed up” that he was running about 18 miles per hour. His machine is a heavy towing car of 20 horsepower and is the finest car in the city.

**Friday, May 6, 1904**

6. Article about street cars being struck by lightning. Car Number 100 of Fairmount line was struck yesterday while running on East Douglas avenue. Another car experienced a slight shock while standing on a switch at Hydraulic avenue waiting for the arrival of Car 100.

**Saturday, May 7, 1904**

5. Excavation has begun for a three story brick building being erected by Jacob and Fred Bissantz immediately adjoining the Hotel Carey on the west. Will have frontage of 50 feet on Douglas and extend to the alley in the rear. Two stories may be added later if desired. The second and third floors have been leased by B. L. Eaton, proprietor of the Hotel Carey, and will be fitted out for use by that hostelry, giving a total of 160 rooms. Two frame shacks will be removed from Douglas avenue to make way for the new building.

6. Article reporting that Orient Railroad has let the grading contract from Cottonwood Falls through Lyon County to the Osage county line. Right-of-way has also been purchased through Osage City. The company does not intend to do much track laying until enough money is secured to build a long strip of track at once.

**Sunday, May 8, 1904**

4. Article reporting that the Wichita Automobile club was organized yesterday.

5. Article reporting on expansion by the Wichita Telephone company. The company now has 2,300 telephone lines in this city. Orders for several hundred more could not be installed until a car load of material arrived yesterday, which will allow close to 3,000 telephones. The company has already expended $200,000 in the construction of the lines in and leading out of Wichita. A new toll line is also to be built soon to Wellington and Hutchinson to this city. Both will be constructed of copper, which is far superior to the iron service at present in use.

11. The Jackson-Walker Coal and Material company will begin erection of a $50,000 brick plant next week on their property along the river front directly north of the Wichita and Western Railroad. The plant will have a capacity of 40,000 brick per day and will employ about 25 men. ¶ The property owned by the company extends more than 1,600 feet and extends back to Wichita street in width almost the whole 1,600 feet. A frame building 256 feet by 150 feet is to be built, one and one-half story high. About 1,500 feet of railroad switches on two tracks are also being put in by the company. ¶ The brick will be made of the Arkansas river sand and cement, making a fine solid almost white brick, nearly as hard as Carthage stone. The company also has a sand pumping plant on their property, with
a 40 horsepower boiler, 30 horsepower engine, and ten inch suction and discharge pipes, capable of loading 30 car loads of sand daily.

**Tuesday, May 10, 1904**

5. A board fence eight feet high has been built around the grounds where the Spring Carnival will be held. The grounds enclosed are two blocks in length and about two-thirds of a block in width. Entrance will be at Water street, in through the hay-market. Over the entrance will be a fine electrical display in the form of an arch.

6. A Santa Fe special train recently made a record run of three hours and 50 minutes to Topeka including stops, averaging over 40 miles per hour for the 162 mile run. ¶ A special Santa Fe train with company officials arrived yesterday with private cars 222 and 216, drawn by locomotive Number 88.

**Thursday, May 12, 1904**

5. Corner stone of the new Central Christian church at southeast corner of Market and 2nd streets is to be laid on Sunday, May 15. New edifice expected to be completed about September 1.

**Friday, May 13, 1904**

5. Article reporting meeting of members of Automobile club with city officials to urge raising of the six miles per hour speed limit.

7. Owing to a breakdown at the Wichita Railroad and Light company’s power house about 1:00 a.m. this morning, the electric lights all over the city were out and everything was in darkness. The break down was serious enough that no more light could be given until the coming night.

**Saturday, May 14, 1904**

5. A. F. Gerard, a capitalist of Waco, Texas, plans to erect a three story brick building at 622 East Douglas, 25 feet wide and running 140 feet back to the alley. This ground is adjoined on the west by a three story brick furniture house and on the east by a three story merchandise establishment.

**Sunday, May 15, 1904**

6. Work has begun within the past few days getting ready for track laying by the Orient Railroad from Milton to Wichita, a distance of 30 miles. At present the Orient trains use the Missouri Pacific track from here through Wichita to Milton, and from there go over the Orient’s own track to Fairview, Oklahoma Territory. It is estimated that about a mile of track a day can be laid, and as all the grading has been completed on the line from
Milton to Wichita, the Orient expects to have its own line to Wichita not later than July 1. All the right-of-way has been secured from Wichita to Emporia. South of Fairview only 30 miles of grading is yet to be done before everything will be in readiness for tracks to Sweetwater, Texas, which is 450 miles from Wichita.

Rock Island Railroad is to add a new train to Kansas City via Salina. Wichita will then have nine direct trains daily to Kansas City, three each by the Missouri Pacific, Santa Fe, and Rock Island.

“City Regulator” -- I would name the new drive along the river that will soon be finished McLean Highway, in honor of our mayor. I would forbid the contingent that swarms in Tremont avenue from appearing on the streets of the city at any hour in the day or night.

Tuesday, May 17, 1904
page 6. Article reporting on laying of corner stone Sunday, May 15, at new Central Christian church at corner of 2nd and Market and giving a historical review of the church.

Wednesday, May 18, 1904
page 5. A fire last night burned the Peerless Mills, 919 East Douglas, to the ground. The company belonged to Messrs. Jones and Clinesmith and has been at the present location for the past ten years.

Sunday, May 22, 1904
page 11. Article about need of city library for more room.

21. Quotations from a speech at Kansas Bankers’ Association meeting describing few items regarding William Griffenstein, early Wichita, and the first railroad in the state.

Thursday, May 26, 1904
page 5. Twenty-fourth annual commencement of Wichita high school last night at the Toler Auditorium, with 59 graduates, mostly young women. Tonight at the Toler 192 scholars will be graduated from the nine grammar schools of the city.

Saturday, May 28, 1904
page 6. The Santa Fe sent two big engines of the mountain type west from Topeka yesterday. They are Numbers 910 and 911, just out of the Baldwin shops in Philadelphia, and are as large as any in use on the system. Both are oil burners and will be put to work in the mountain districts of the Santa Fe.

Sunday, May 29, 1904
George H. Lawrence, manager of Hamilton hotel, announced that plans would be made next week for an addition of 40 rooms to the hotel. It is not yet determined whether another story will be added or an addition built on the north side. The Hamilton is already a four story building.

**Wednesday, June 1, 1904**

Fairmount car Number 102 coming west on Douglas was struck by the caboose of a Frisco freight train which was backing into the station and turned over on it’s side. It is a miracle that no one was seriously injured. The street car was one with the seats running lengthwise of the car.

**Thursday, June 2, 1904**

Track laying by Orient Railroad north from Milton toward Viola was resumed a short time ago.

**Saturday, June 4, 1904**

Portion of Little Arkansas river dam at Central avenue was blown out yesterday in attempt to prevent flooding in north part of city. The first charge of dynamite was sunk at 12 o’clock yesterday noon. It tore away about four feet of the dam on the west side. Two charges at two o’clock yesterday afternoon took about 24 feet more of the dam. Another at 6:30 o’clock last evening made the gap 40 feet wide. About one-half of the dam was thus removed.

**Saturday, June 18, 1904**

Adjoining the Rock Island depot on the west is a driveway about 25 feet in width and extending from the curbing of Douglas avenue about 200 feet south to the Rock Island freight house. The surface of this is to be graded down and filled in with 18 inches of crushed stone, making a solid pavement for freighters to haul over.

**Sunday, June 19, 1904**

Census returns for 1904 by deputy city assessors give population of 31,857, an increase of 308 over last year.

**Thursday, June 23, 1904**

Beginning this week Wichita Railroad and Light company has made several changes in operation of its trolley cars which greatly improve the system. ¶ Where Riverside has had but a 30 minute service, cars now run on that line every 15 minutes. ¶ Instead of closing down at 10:30 p.m. as heretofore, the College Hill cars now run until 11:30 p.m. The last
College Hill car leaves Main and Douglas at 11:00, leaves the top of the hill at 11:15 p.m. and reaches Main and Douglas at 11:30 p.m. ¶ The new Pattie and Cleveland line cars are operated every 30 minutes as a cross town line.

Friday, June 24, 1904
page 8.

Three new bumping posts received by Frisco yesterday to be installed at terminus of three side tracks immediately east of the freight depot which are used for “spotting” to load or unload freight. Since these tracks were built inconvenience has often been caused by cars running off the track.

Saturday, June 25, 1904
page 6.

While running down from College Hill Thursday afternoon electric car Number 125 jumped the track near Rutan avenue, and turned over on its side. No serious injuries.

Sunday, June 26, 1904
page 8.

Legal notice of special election to be held to vote on bonds to aid Kansas City, Mexico and Orient Railroad. To be held June 30.

Saturday, July 2, 1904
page 5.

Thirty thousand dollar bonds of the city and $80,000 bonds by the county were voted in special election on June 30. Majority of 1,900 in favor in the city and majority of 1,000 against the bonds in the townships, giving majority of 900 favor. If weather had not been good and farmers busy with harvest, the opposing vote of farmers might have defeated the proposition.

Sunday, July 3, 1904
page 12.

City regulator: I wonder if Main street from Douglas to 2nd and Douglas from Main to the Frisco depot are not too crowded with moving vehicles during business hours to prohibit the tying of teams along those streets. I think they are and it should be stopped.

Tuesday, July 5, 1904
page 6.

Article reporting rumor the Orient will use Rock Island depot.

Wednesday, July 6, 1904
page 5.

Bridge on Douglas avenue over Chisholm creek is receiving extensive repairs. In meantime electric cars from the west run only to the west side of the creek and those from the east stop at the east side.
Thursday, July 7, 1904
page
1. Article about flood in Wichita -- one of the most severe since 1877.

Friday, July 8, 1904
page
1. Article about flood.

Saturday, July 9, 1904
page
1. Article about flood.

Sunday, July 10, 1904
page
1. Article about flood.
19. Article describing the flood of 1877.

Tuesday, July 12, 1904
page
7. Street car service is being restored after the flood (details given) but the Riverside line will be crippled for some time until the bridges can be repaired.

Thursday, July 14, 1904
page
5. Cars will be run to Riverside today for the first time since the flood put them out of business. ¶ Pattie and Cleveland avenue lines will not be operated until the water goes down. ¶ College Hill cars are being run to Chisholm creek from either side, and the street car company has built a foot bridge to convey passengers over the creek.

Saturday, July 16, 1904
page
6. Work on foundation of Battle Creek Sanitarium on West Side, is nearly completed. It is located about 300 yards southwest of Mt. Carmel Academy in 20 acre tract in northwest corner of the 80 acres owned by Charles Coleman. Will cost about $30,000.

Sunday, July 17, 1904
page
4. Work has been in progress for several weeks on a two story addition to the Masonic Home. The addition is of stone similar to that used in the main part of the building, and completion is expected within the next 60 days.

Wednesday, July 20, 1904
page
5. Commodore S. L. Nelson general manager of Wichita Railroad and Light company arrived
in town yesterday and has estimated damage to the street car company in the recent flood at $12,000.

Saturday, July 23, 1904

YMCA yesterday bought from the Masons the old Eldridge property at northwest corner of Emporia and 1st street for $5,000. It extends 100 feet on Emporia and 140 feet on 1st street and is occupied by two one and one-half story frame dwellings. The YMCA intends to erect a new $30-35,000 building to cover the entire piece of ground.

Work of paving Rock Island avenue was resumed yesterday after several weeks delay because of the flood. It is hoped to finish the improvement by September 1.

Wednesday, July 27, 1904

Track layers of the Kansas City, Mexico and Orient Railroad have reached a point about 19 miles from Wichita between here and Viola. Completion of the line into Wichita is expected no later than three or four weeks from now.

Sunday, July 31, 1904

Contract for the foundations and basement story of the men’s dormitory at Fairmount college has been let to J. W. Wood for the masonry and F. W. Shuler for the carpenter work. The total is about $4,000 for this first contract. L. G. Hunter is the architect.

Tuesday, August 2, 1904

Stockholders of the Wichita Union Mills company yesterday changed the name of the company to the Howard Mills company. Recent improvements have increased the capacity by about one-third. The business will continue under the present officers, who have been with the company since 1895.

Saturday, August 6, 1904

A $30,000 addition to the office building of the Cudahy packing plant is being erected and should be completed by January 1. It is 50 feet by 140 feet, three stories, and is being built on the west side of the office building.
Sunday, August 7, 1904

Article describing improvements and changes being made in the Friends University building. All of the rooms on the main floor in the south wing are to be finished. These have been in an unfinished condition and have never been used since the building was erected. ¶ A cement sidewalk is to be laid from the car line at the east end of the campus to the University building, a distance of over 400 feet. Further work will be done toward making a solidly macadamized drive from University avenue to the University building.

19. “City Regulator” -- Diligent inquiry is being made as to when the street car company intends to put in service the new cars that have been promised for a number of months.

Wednesday, August 10, 1904

Article reporting that four elegant new chair cars have been placed in service by the Missouri Pacific on the “World’s Fair Flyer” train from Wichita to St. Louis. They have electric lights and electric fans and the floors are wholly covered with soft carpet.

Thursday, August 11, 1904

A consignment of several thousand new transfers has just been received by the Wichita Railroad and Light company and already put into use previously. Three colors are used -- green, red, and blue slips. The red slips are used on the Cleveland and Pattie avenue, Topeka avenue and West Side lines. The green slips are used on the Fairmount, College Hill and Riverside lines. The blue slips are used on the Stock Yards, South Main street and South Emporia avenue lines. Each bears the names of the three lines on which the transfer is issued to a passenger.

Article reporting a two story brick building is to be erected at corner of Douglas and Hydraulic. Says there’s been lot of business building on East Douglas. A fine brick building has also been put up recently at the corner of Hillside and Douglas and is occupied by a general store.

Saturday, August 13, 1904

Article reporting death of one of Wichita’s early settlers, Mr. W. A. Thomas, who arrived here in 1871 by stage coach, operated a grocery store in third block of North Main on west side of the street. Mr. Thomas was largely instrumental in the erection of what is now known as the Baltimore hotel, and on its completion the Thomas grocery store was moved to that building in the part now used as a dining room and was known as the “Blue Front” grocery store. He later left Wichita and moved to St. Louis. While in Wichita his residence was at the corner of Elm street and Lawrence avenue.

6. Car Number 36 of Wichita Railroad and Light company collided yesterday with a Missouri Pacific train and was damaged. The accident occurred at the 9th street crossing of the
electric line and Missouri Pacific tracks just as the motorman was taking his car out on the line. A curve in that vicinity prevents street car employes from seeing the railroad tracks until almost on them. A switch engine stood across the tracks and the electric car collided with the locomotive, almost before the motorman knew it. The motorman escaped serious injury but the vestibule of the car was badly wrecked. Car Number 56 is one of the company’s best coaches, and was employed on the Topeka avenue line.

Article says ten car loads of 65 pound steel rails have been received by Santa Fe here for installation on the Panhandle division. This may be the first move toward building a much talked of cut-off to a New Mexico point. This is proposed to be built from Amarillo, Texas, the terminus of the Panhandle division, either to Belen or Terico, New Mexico, where it will join the present main line. The present shipment is enough to relay the track halfway from Wichita to Wellington.

Sunday, August 14, 1904

5. J. J. Ackerman filed in court for an injunction to stop the city from cutting the trees on Ackerman’s island and also from obliterating any part of the island. ¶ City workers yesterday began chopping down all the trees on that part of the island lying south of the Missouri Pacific railway bridge and north of the Douglas avenue bridge, and within two hours every tree or shrub on that portion of the island had been cut away. After finishing there the men were sent to the island between the Maple street bridge and the Wichita and Western railway bridge, where they did the same work. ¶ The Chief of Police said that the island is the toughest locality in the city and that the undergrowth and small trees cut yesterday furnished a hiding place for many petty thieves and men of dangerous character.

6. The Santa Fe here has received a shipment of electrical equipment to be used in installing what is known as the block system. Although old in some localities, the block system is comparatively new in this part of the country. The Santa Fe uses the system on its present main line, but the new equipment will be the first use of the block system by any railroad running through Wichita. Article goes on to describe the system.

Nineteen more car loads of 65 pound steel rails were received here yesterday for the work of relaying the Panhandle division of the Santa Fe.

19. “City Regulator” -- If the Santa Fe cannot afford to build a comfortable depot for the accommodation of their patrons at this place, the best paying station in freight and passengers on their system west of the Missouri basing line, I suggest that they build amphitheater seats against the old stone wall across the tracks from the present palatial edifice -- called a station house -- and, in the meantime, fill up the tracks level with the rails with brick, where their passengers can rest in the shade while they wait.

Tuesday, August 16, 1904

6. City Council passed ordinance yesterday for paving of William street from Wichita street
to Santa Fe avenue and Lawrence avenue from Douglas to William street, both with vitrified brick. ¶ Contract awarded for making the excavation along the Little river from Griffenstein's bridge to the Ross fountain. Contract awarded to Lights and Meagin on their bid of 24¾ cents per cubic yard.

Thursday, August 18, 1904

Council Proceedings of August 1: Petition requesting that council abate nuisance caused by smoke carried from the power house of the Wichita Street Railway and Lighting company (sic) was read. Same was referred to committee on railroads and street railways.

Saturday, August 20, 1904

Excavating started yesterday for three story brick building being built by Mr. Bissantz on the 50 feet of ground adjoining the Hotel Carey on the west. Cost will be between $15,000 and $20,000. Work was to have started some time ago but was postponed for several reasons. The top two floors have been leased to B. L. Eaton, proprietor of the Hotel Carey, and will be used as an annex to the Carey adding about 30 rooms to the accommodations. It is hoped the building can be completed by fall.

Rewiring of the Santa Fe passenger started yesterday. A large number of new incandescent lights will be installed, with the object of making the place as bright as day after night. All of the old gas chandeliers will be taken down and their use discontinued.

Sunday, August 21, 1904

Frisco is reconstructing track and roadbed between Wichita and Ellsworth, raising, lining, ballasting the track.

County commissioners yesterday appropriated $4,500 for four new bridges in Sedgwick county. Of this $2,000 will be for a bridge across the Arkansas river at or between 18th or 21st streets. The bridge at 17th street has been abandoned since the high water, at which time a section of it was washed out. Instead of replacing it, a new pile bridge will be built.

Thursday, August 25, 1904

Article reporting Kansas City, Mexico and Orient Railroad will be completed into Wichita by September 20. Ninnescah river bridge is now being built. The trains will enter at the Missouri Pacific depot.

Friday, August 26, 1904

Article saying a hotel building will be erected on the old Imboden mill site at corner of Douglas and Santa Fe avenues. The Imboden mill was burned about eight years ago and
since then the lot has been vacant except for the wreckage remaining from the fire.

Sunday, August 28, 1904

4. Corner stone of the new sanitarium on West Douglas is to be laid tomorrow. The frame work now stands four stories high and the first story is being veneered now.

5. Article announcing that C. L. Davidson will build a two story brick building on Douglas avenue opposite the Carey hotel at a cost of $8,000. Building will front 75 feet on Douglas and be 100 feet deep. A two story brick building is also to be built on West Douglas avenue, just west of the Pennsylvania hotel, at a cost of $10,000, by George Morgan.

19. “City Regulator” -- The sentiment is turning against asphalt paving. Only about 20 percent of the paving contracts in the United States for the year 1904 are for asphalt. Brick has 60 percent. Since the new pressed, gas-burned brick is proving so lasting they are being almost universally used.

Tuesday, August 30, 1904

6. Article reporting on laying of corner stone yesterday for the new sanitarium on West Douglas, by Adventist church officials.

Excavation started yesterday for the new pavement to be laid in South Lawrence avenue between Douglas and William.

Saturday, September 3, 1904

6. One of the prettiest engines on the Frisco Railroad, Number 94, was recently consigned to the north end, running through Wichita between Neodesha and Ellsworth. This engine took the second gold medal at the world’s fair in Chicago in 1893, standing next to engine 999 of the New York Central, which took the first gold medal. The 94 was formerly Number 44, but has been re-numbered. She is an eight wheeler, equipped with all the up-to-date safety appliances with electric headlight. She was built by the Cook locomotive works in 1893 to Class 4, weighs 162,000 pounds and is capable of 50 miles an hour.

Tuesday, September 6, 1904

5. Over 10,000 people attended the Labor Day celebration in Central Riverside Park yesterday afternoon. The crowd was the largest in the existence of the park. Events on the program were all given except for the horse race, which had to be abandoned on account of the large crowd, as it was impossible to get the track in a clear condition. The street railway company carried over 6,000 to and from the grounds during the afternoon. The large crowd was taken care of by the company with but little trouble.
Wednesday, September 7, 1904

Estimates for many improvements to Riverside park were presented to the city council yesterday and city clerk was instructed to advertise for bids. Estimates were: For grading along Little river from Woodman’s bridge north, $1,383. For grading along right bank of Little river from Griffenstein’s bridge, $1,310. Cost of driveway from Woodman’s bridge, $1,347. Cost of driveway from Pearce to Larimer avenues, $440. For grading along left bank of Little river from Forest to 11th streets $1,730. For erecting a pile bridge at 11th street, $230. For repairing and building an extension to the 13th street bridge, $685. For raising and extending Griffenstein’s bridge, $490.

Ordinance passed by City Council yesterday establishing a curb line on Douglas avenue from Hydraulic to Rutan avenue.

A force of men yesterday began tearing down the stone remains of the old Imboden mill at southwest corner of Douglas and Santa Fe, where the Mahan Brothers, owners of the property, intend to erect a substantial building.

6. Board of Education voted yesterday to raise the salaries of teachers at the heads of the departments of the city high school to $90.

Friday, September 9, 1904

Within a week at the latest, the new vitrified brick pavement being installed on Rock Island avenue will be completed and thrown open for use. The work of excavating for the William street pavement is nearly finished between Santa Fe and Tremont avenues, as it also is on Lawrence avenue between Douglas and William street.

Saturday, September 10, 1904

The Wichita Manufacturing company has a contract for repairing and overhauling the locomotives of the Kansas City, Mexico and Orient Railway company until the Orient erects its own shops in Wichita. This new company is located at the corner of Central avenue and Wichita street, where the Buckridge Pump company formerly was located. They employ 25 men and have already overhauled five engines.

Tuesday, September 13, 1904

City council last night let contracts for the recently authorized grading of streets along the Little river in Riverside. The one bid for the work of making repairs to the Griffenstein, 11th street, and 13th street bridges was above the estimates, so was rejected and will be re-advertised.

Wednesday, September 14, 1904
5. A Fairmount car, Number 100, was struck by lightning yesterday and filled with smoke, causing the passengers to think it was on fire.

6. The brick plant being built by the Jackson-Walker Coal and Material company on the Wichita and Western tracks near the Arkansas river will be operated under the name of the Wichita Silex Brick company. The plant will cost $45,000 and will have a capacity of 40,000 brick per day.

Thursday, September 15, 1904

5. Article giving individual opening enrollments of all the schools. Total is 4,773 compared with 4,550 in September 1903. This includes 456 in the high school. Pro-cathedral school has enrollment of 245 in grade school and 20 in high school.

Friday, September 16, 1904

5. William Pirtle, Wichita contractor, has been given the work of erecting the new St. Paul’s Methodist church at the corner of Lawrence avenue and 13th street. The building will cost $8,600.

Sunday, September 18, 1904

5. The Firebaugh building near 1st and Market streets, was sold yesterday by S. B. Amidon to Arthur Pauline of this city for $22,000. It was erected in 1889 with frontage of 50 feet on Market and extending to alley in the rear, three stories high.

Friday, September 23, 1904

5. The office of the Wichita Railroad and Light company has been moved to 127 South Main street to allow dismantling of the building at 103 West Douglas in which their office was located. The old building will be replaced by a three story brick building.

Saturday, September 24, 1904

6. The park commissioners yesterday granted space in South Riverside park for construction of a $10,000 natatorium proposed by Sheldon and Wright of Colorado Springs. Work will begin in Market to be in readiness for next summer’s season.

Sunday, September 25, 1904

19. Write-up on Wichita by Chamber of Commerce of Santa Fe’s new magazine “The Earth” says: “Wichita Railroad and Light company covers 22 miles of the city’s streets, having 30 cars of the latest designs.” Many other statistics are listed about the city.

Tuesday, September 27, 1904
During fair week the Cleveland and Pattie avenue street car lines will be given through service to the corner of Main and Douglas in order to accommodate the people attending the fair and to give better service to the depots. ¶ Cleveland cars will leave Main and Douglas at 6:22 a.m. and every 30 minutes thereafter. Pattie avenue cars will leave Main and Douglas at 6:37 a.m. and every 30 minutes thereafter.

Sunday, October 2, 1904

Santa Fe locomotive Number 408 was disabled by vandals during a short stop here Thursday night. Machinists involved in a recent strike were thought responsible.

The Orient Railroad's 900 foot bridge over the Ninnescah river near Viola has at last been completed and track layers have laid the steel to a point within 12 miles of Wichita.

Wednesday, October 5, 1904

A man was injured last night in a fall from street car Number 132 of the stock yards line near 8th and Main.

Friday, October 7, 1904

Article on preliminary trial of Carrie Nation yesterday.

Sunday, October 9, 1904

Baggage master of the Santa Fe reports that 6,559 pieces of baggage were loaded or unloaded at Wichita during the month of September.

The brick work has been began on the Schweiter-Bissantz building, just west of the Carey hotel.

Store-room of Baldwin’s photograph gallery contains 50,000 negatives taken since establishment of the gallery here in 1873 by Nerus Baldwin, father of Fred Baldwin the present proprietor. Most are of people and along side of them are the scenes of notable events as street pageants and the flood.

Tuesday, October 11, 1904

Work has again been begun on the St. Paul’s Methodist church at Lawrence and 13th streets. The contract for the superstructure has been let to W. M. Pirtle. The body of the building will be of Silex brick, which is a local product and something new in the construction of buildings in Wichita. Carthage limestone will be used for the trimmings. It is hoped to have the building enclosed by spring.
Work on the new street car barn at the corner of 10th and Wichita streets is being pushed rapidly. The brick work is now several feet above the ground and the barn will probably be completed before cold weather. ¶ It is being erected in place of the old frame barn, which was burned a year ago last spring. The new building will be as near fire-proof as possible and will have four tracks each 100 feet long.

6. Switch engine Number 2201 in the Santa Fe yards went to Newton for treatment yesterday, and engine in Number 2161 came down here from Newton to work here temporarily.

8. Legal publication: City council September 21, 1904 received petition for five foot permanent sidewalk on east side of Carlos from 10th to 11th.

Wednesday, October 12, 1904

5. Article on proposed Arkansas Valley Transit company interurban line between Hutchinson and Wichita says the line has been surveyed from Hutchinson to Newton and part of the way to Wichita, etc.

6. The Good Roads convention will meet in Garfield hall on 1st street this morning.

10. Legal publication soliciting bids for the raising and extension of Griffenstein bridge across the Little Arkansas river. ¶ Also for grading of drive along left bank of Little Arkansas river from Forest avenue to a point 500 feet south of 11th street. Estimated amount of earth to be moved, 10,500 cubic yards. ¶ Also for grading street along right bank of Little Arkansas river from Griffenstein’s bridge in a northwesterly direction. Estimated earth to be moved, 7,500 cubic yards. ¶ Also for grading of 9th street and adjacent drive, 7,600 cubic yards.

Sunday, October 16, 1904

6. Work started yesterday on remodeling of the Rock Island depot. Several partitions are to be taken out and the ticket office will be moved to where the hall way now is. The stairway will be turned lengthwise of the building and entrances made from both of the waiting rooms. The old dining room, which has been vacant for several years, will be added to the general meeting room, which will more than double the waiting room space. ¶ It is probable also that a heating plant will be added some time this fall.

Construction work on the Kansas City, Mexico and Orient Railroad is now within five miles of Wichita and the road will be into the city within two weeks. ¶ From Friends university the smoke of the engines can be seen five miles southwest. ¶ No preparations have yet been made to build a depot in Wichita.

8. Fireman Maybury is now handling Frisco engine Number 328.
Tuesday, October 18, 1904
page 6. Fireman Blade is now in charge of Frisco engine Number 316.

Wednesday, October 19, 1904
page 5. Article reports city council yesterday granted franchise to the Citizens Electric Light, Heat and Power company.

6. Article reports that the Wichita Manufacturing company has developed into a large machine shop and is now rebuilding all the worn out engines of the Kansas City, Mexico and Orient Railroad.

Thursday, October 20, 1904
page 7. The old Exchange livery barn at 325 East Douglas, built in the early days of Wichita and used since then as a livery barn and recently occupied by Howard’s stable, is to be torn down and replaced by a brick building.

8. Legal publication soliciting bids on sidewalks including five foot walk on south side of 11th from Bitting to Carlos; five foot walk on east side of Carlos from 10th to 11th; five foot walk on east side of Larimer from Lot 31 to 11th.

Friday, October 21, 1904
page 6. The Rock Island ballast train reached Wichita yesterday, having ballasted the track from Herington to Wichita with crushed rock about a foot thick. The work is continuing south to Oklahoma. The rock for the ballast comes from Marion.

Sunday, October 23, 1904
page 6&8. “At last the Santa Fe Railroad is to give the Wichita line some attention.” ¶ Heavy steel will be put on this line of the road starting from Newton. The old 61 pound rails will be removed and replaced with 75 pound. The road bed is also to have attention. ¶ Every part of the two main lines in Kansas has been laid with heavy steel except the gap from Newton through Wichita to Mulvane, and that will be completed within a month. ¶ The Santa Fe is also to have more platform here -- will build addition to brick walks at the Wichita depot making it 800 feet long. ¶ Besides the addition to the old platform, the company will also build a brick walk between the first two bricks (sic -- means tracks?), beginning at the Douglas avenue crossing and extending south 500 feet. ¶ These improvements have become necessary to prevent blocking Douglas avenue and to give the trains room enough to handle the big business here. Frequently two trains are at the depot at once and in such cases the passengers have to alight and get aboard from the same platform. With the new walks completed the trains can stand on different tracks and handle the business more conveniently. Crossings will be made for the baggage and express trucks to the inside
walk and lights will be provided over the new walk. ¶ “We have some very long trains over this division now,” Superintendent Fox said, “and we have to make some provision to keep from blocking the Douglas avenue crossing.”

Tuesday, October 25, 1904
page 5.
Manhattan hotel being remodeled and is to change from American to European plan. Cost $5,000.

Wednesday, October 26, 1904
page 5.
Brick work began yesterday for new walks at Santa Fe depot. Will take about a month. The tracks nearest the depot will be moved back one foot to give more room for the outside walk, which will be 700 feet long. The platform walk, which is already 600 feet long will be extended 100 feet further south.

Thursday, October 27, 1904
page 6.
Corner-stone of the men’s dormitory at Fairmount College will be laid tomorrow.

The Santa Fe road is to dispense with several flagmen at street crossings in Wichita and is putting in electric bell signals to comply with a city ordinance. At the Douglas avenue crossing the company will continue to use a flagman.

Track laying on the Kansas City, Mexico and Orient Railroad has reached the yard limits of Wichita and connection with the Missouri Pacific will be made Friday or Saturday. The line will then be completed from Wichita to the Oklahoma terminus, but west to Conway Springs portion will not be opened for traffic before 15th of November as the construction gang will need to go over all the new road bed and surface the road.

Friday, October 28, 1904
page 6.
Article about laying of cornerstone today for Men’s Dormitory at Fairmount college. Will be 90 feet long and accommodate 70 young men.

Saturday, October 29, 1904
page 5.
Addition to Mt. Carmel academy to be built on the north of the main building for about $35,000. At present the school consists of two large four story buildings.

8. The Kansas City, Mexico and Orient Railroad is completed to Wichita. The last spike to be driven by that company was clamped yesterday morning at nine o’clock. ¶ The connection with the Missouri Pacific at the yard limits near Friends University is to be made by the Missouri Pacific and cannot be made for a few days owing to the switch stand not having arrived.
Remodeling of Topeka Avenue hotel is completed and it will be re-opened today. Now has 36 rooms.

**Thursday, November 3, 1904**

After the 15th of this month the Kansas City, Mexico and Orient road will use its own tracks from Wichita and will issue its first regular time card. Arrangements have been made by the company to connect up the line at the Missouri Pacific yard limit here and run all trains over its own tracks on that date.

**Saturday, November 5, 1904**

Article about collision of two streetcars at corner of Douglas and Main yesterday evening. It involved car Number 150 on Riverside line and car Number 132 on stock yards line.

**Tuesday, November 8, 1904**

Trains are to run into Wichita over the Orient’s own track next Sunday. While the trains cannot reach the terminals on that date and will for a short time have to use the terminals of the Missouri Pacific, they can come to the limits of the city and the road can be said to have reached Wichita. Within a few months from that date, however, the Orient will have its own track and terminals in the city. When the Orient track reached the junction three miles from the Missouri Pacific (depot?) a week ago, the construction crew moved its outfit across the Missouri Pacific track and continued building the Orient on into the city from the south. Just where the terminals will be located is not entirely settled yet, but they will be in the south part and on the east side of the Arkansas river. Construction will follow the company’s right of way into the heart of the city. It is said that when officials arrive this week the depots will be located. Some time will be required to build the bridge over the Arkansas river, which will prevent the road entering the city for several weeks.

**Thursday, November 10, 1904**

Article about man who was run over and killed by street car Number 122.

**Sunday, November 13, 1904**

Beginning today the Orient Railroad will open the Wichita-Milton connection, making Wichita its eastern terminus. Contracts have been let for construction of the line from Eldorado 52 miles east.

The Santa Fe and Rock Island are now furnishing extra engines to assist freight trains to pass crossings in Wichita to avoid blocking the crossings longer than the time limit of the city ordinance covering that point. Both roads are hauling such long trains that one engine cannot pass a given point in five minutes, as provided by ordinance.
Tuesday, November 15, 1904

5. Frame house just north of the Sedgwick block has been moved to make room for addition to be built to the Sedgwick block.

6. Initial trips of passenger trains on Orient Railroad between Wichita and Milton were made Sunday (November 13) without incident.

Wednesday, November 16, 1904

5. Cornerstone of St. Paul’s Methodist church at corner of Lawrence avenue and 13th is to be laid Sunday afternoon. Work has been in progress on the church for nearly a year. To cost about $50,000. Built of Silex brick with Carthage limestone trimming.

While it can already be said that Wichita has one of the best street railway tracks in the country, that company does not consider it perfect and has a large force of men at work putting the few rough places in repair preparatory for winter. ¶ Yesterday the force raised and leveled the tracks at the crossing on the Rock Island and Frisco tracks on Douglas avenue and made it so level that one can barely feel the jolt in crossing. The entire line will be gone over this week and every rough place will be remedied permanently so the tracks will need no further repairs before spring. The suburban lines, which are already in good condition, will be repaired and made as smooth as the lines on the paved streets.

Saturday, November 26, 1904

5. The street car loop at the corner of Lawrence avenue and 21st has been filled in with cinders to raise the level of the ground to the same height as the rest of the street. Heretofore, every time it rained, the street in the neighborhood of the loop was a regular lake and stayed muddy for several weeks afterwards.

Sunday, December 4, 1904

19. City Regulator: I would build a boulevard from the dam on the west bank of the Little river around to the boulevard that is built from the north end of Woodman bridge west. It is a section line.

Wednesday, December 7, 1904

5. The street railway company will make several radical changes in its time card beginning this morning, and every line in the city except the Main street line will be changed. Changes made necessary by growth of the city and inability of the company to give satisfactory service on the old time. ¶ Most radical change will be on the West Side-Topeka avenue line. The Topeka avenue line is to be an independent line, the cars starting from corner of Main and Douglas five minutes after the hour and leaving every ten minutes thereafter. Under the old schedule irregular service was kept up on Topeka avenue on
account of the heavy traffic on the West Side delaying the cars. The West Side and College Hill lines will be made one, with a 15 minute service. The largest cars will be put on this line and all the depots can be reached by the same cars. The Riverside cars will hereafter have a 20 minute service instead of 30 as before.

Thursday, December 8, 1904
page 6.
Article about remodeling at Rock Island depot.

Saturday, December 10, 1904
page 6.
Article reports that grading is underway for 20 miles out of Eldorado on the Kansas City, Mexico and Orient line from Eldorado to Emporia.

Sunday, December 11, 1904
page 5.
At annual meeting of Wichita Country club last night it was decided to build a dancing pavilion during the coming year for about $1,500, to accommodate 200 people. ¶ A portion of the golf links will be re-arranged this winter or early next spring. ¶ At present there are 270 members. The limit is 275.

19.
The big warehouse and cold storage house being constructed by M. R. Diver on North Waco avenue is nearing completion. It is frame, two stories high, near the Missouri Pacific tracks.

“City Regulator” -- “I would put fenders on the street cars.”

Thursday, December 15, 1904
page 5.
Work started yesterday on installation of the switchboard and battery plant at the new building in second block on North Market being occupied by the Missouri and Kansas Telephone company. About $50,000 will be spent on the switchboard and other machinery. The board will have an initial capacity of 1,160 telephones and will require about 15 girls to operate.

Friday, December 16, 1904
page 6.
A two story brick building is to be erected soon at 114 North Emporia for about $12,000.

Saturday, December 17, 1904
page 6.
A new side track is being placed by the Rock Island leading to Rumley machine shops, one and one-half block north of the depot.

Sunday, December 18, 1904
Plans are being drawn for erection of a five story brick office building by Oscar D. Barnes at Douglas and Lawrence avenues. Work will start in the spring. The architect is C. W. Terry. To be 75 by 150 feet. Cost estimated at $150,000.

During the holiday season service on the College Hill-West Side line will be increased from 15 minute to 12 minute service by adding a fifth car to that line.

The Orient telegraph line has reached the junction south of town, and the division point, which has been at Anthony since the road began operations, will be moved to Wichita by January 1.

Rapid progress is being made on the improvements to the Rock Island depot, and the ticket office is now ready for occupancy.

Wednesday, December 21, 1904

A new round house is under construction by the Orient Railroad at Fairview, Oklahoma Territory, for about $30,000.

The Rock Island side track to Rumley’s machine shop on Mead avenue was completed yesterday. The track leads to the Rock Island main track.

Joseph Ackerman has filed suit to quiet the title of the island in the Arkansas river above the Douglas avenue, known as Ackerman’s island.

Thursday, December 22, 1904

The building of a telegraph line along the Orient Railroad for 150 miles from Fairview to Wichita was completed yesterday. The line was completed in less than a month. For the present, the headquarters of the division superintendent will be located above the office at Swartz’ coal and lumber yard opposite the Missouri Pacific depot.

Sunday, December 25, 1904

Article of reminiscences of grasshopper year (1874) in the Arkansas Valley -- by Farmer Doolittle.

Tuesday, December 27, 1904

Superintendent Morrison announced yesterday that at a recent meeting of the directors of the Wichita Railroad and Light company it was decided to enlarge Wichita’s power house and plant to over twice its present capacity shortly after the first of the year. ¶ The company has recently purchased 75 feet of ground south of the present power house and 50 feet north, which will give them a 175 foot front. ¶ When the power is increased, it is
the company’s intention to increase the service.

6. Over 600 dinners were given away by the Salvation Army on Christmas Day.

**Wednesday, December 28, 1904**

6. The Orient superintendent’s and chief dispatcher’s headquarters over the office of the Schwartz Lumber company on West Douglas avenue were opened up yesterday, the division point having been transferred from Anthony to Wichita.

**Thursday, December 29, 1904**

6. The time of the Rock Island Golden State Limited from Chicago to Los Angeles was yesterday reduced from 72 hours to 68 hours.

**Friday, December 30, 1904**

5. Article reports death Wednesday of Captain J. C. Rutan at North Yakima, Washington, age 64. Had been in Wichita from 1879 until a few months ago, and retired from business six or seven years ago and lived in the family home, corner of Douglas and Rutan avenues. Rutan avenue was named in his honor.