Tuesday, January 2, 1912
page 5. Because of constant delay of Cleveland avenue cars in crossing the railroad tracks on East Douglas, this line will be made a stub around the Market street loop beginning today. ¶ The Riverside line will now be operated in connection with the South Emporia line, giving Riverside a straight 12 minute service all day.

Thursday, January 4, 1912
page 9. Drawing for plan of fish ladder to be erected on an abutment of new Central avenue dam.

Friday, January 5, 1912
page 8. Additional housing is to be built at the county poor farm. Details.

Saturday, January 6, 1912
page 5. J. Hudson McKnight bills city for $1000 for damage done to his alfalfa crop by flood last September, claimed due to backing up of water behind the canal bridge at Douglas avenue, causing it to overflow his property.

Tuesday, January 9, 1912
page 10. O. A. Boyle, vice president and general manager, reports the Arkansas Valley Interurban carried 33,108 passengers during December.

Wednesday, January 10, 1912
page 3. Advertisement by Wichita Railroad and Light company listing the new colored light signals on the various street car lines.

Thursday, January 11, 1912
Work is to be done this month to improve the acoustic properties of the Forum.

Friday, January 12, 1912

Two story brick building at northwest corner of Lawrence and Douglas occupied by Golden Eagle Clothing company, and adjacent Draper block have been leased by S. H. Kress and company of New York City and will be remodeled for that company’s 5-10-25¢ store. Details.

The street car company has installed a new sand drying plant capable of drying from ten to twelve yards of sand a day.

Sunday, January 14, 1912

Lehmann-Higginson Grocer company is moving its stocks to temporary quarters in the Hockaday building, 140-144 North Mosley, until it can build new quarters.

Wednesday, January 17, 1912

Wichita now has a total of over 60 miles of street paving. Eighteen and a half miles were paved during 1911 at a total cost of $834,523. Of this, 4.7 miles contains car tracks and was built at a cost of $80,811.

The Wichita Baseball and Athletic association is seeking a charter in Topeka in order legally to obtain the baseball franchise from Pueblo and build a new ball park so that Wichita will be back on the baseball map. Twenty-three thousand dollars in subscriptions have been obtained.

Thursday, January 18, 1912

Fairmount college has reached the goal of $85,000 in contributions for which is has been campaigning since last fall. With this amount it has paid off all its indebtedness, increased its endowment from $50,000 to $100,000, and secured a $5000 donation yearly for five years from the Congregational Educational society of Boston.

Workmen are razing the brick buildings on the south side of Douglas avenue between the Santa Fe and Rock Island tracks. These buildings include the old Santa Fe hotel building, the W. H. Bretch building, and the Mahan building. The interior of the buildings has been removed and workmen are now taking down the roofs. In a few days, the work of razing the walls will commence. ¶ About half of the Lehmann-Higginson stock has been moved to the company’s temporary location in the Hockaday building on North Mosley. The Lehmann-Higginson building has frontage of 135 feet on Santa Fe avenue and 96½ feet on William street and cost about $70,000.
Friday, January 19, 1912

7. Work is expected to start next week on the new baseball park.

12. Electric lights are being installed in the Missouri Pacific passenger depot at a cost of about $350. The platform will be lighted with six 100-Watt Tungstens, and all told there will be about 100 electric lights in the building. For many years gas has been used in lighting the depot. ¶ The work will be completed in about a week.

Saturday, January 20, 1912

8. A charter has been granted to the new Wichita Baseball and Athletic association, which is returning the baseball franchise from Pueblo to Wichita.

Sunday, January 21, 1912

1. The Lehmann-Higginson Wholesale Grocer company have purchased a building site 125 by 132 feet on the north side of 1st street between Mead and Rock Island for about $30,000, and will construct a new four story re-inforced concrete building there to cost about $60-70,000. Work will be started within the next two weeks, with completion due by September 1. ¶ The company sold its old building on north side of William street between Santa Fe and Rock Island depots to the Wichita Union Terminal Railway company about a month ago and will open for business tomorrow at its temporary location in the old Hockaday Paint company building at 140-148 North Mosley. Razing of its old building will start February 5 so as to have the site cleared by March 15.

2. The George Innes Dry Goods company will no longer use horses in delivering goods to Wichita residents. A new auto delivery vehicle was placed in service last week.

The Hamilton hotel is having a private telephone switch board installed. Every room in the house will be equipped with a telephone.

7. Drawing of aerial view of Ackerman’s Island showing proposed new baseball park.

13. Advertisement offering Wichita Country club for sale for $10,000. Photograph of building. Says the club house cost over $9500 to build. The grounds contain three and six-tenths acres. To reach it go south at Douglas at Roosevelt, then east at first turn of road, then take first right turn. “As soon as the Country Club surrender their lease, the Merriman Estate will doubtless throw the whole of Merriman Park on the market.”

Tuesday, January 23, 1912

5. A two story brick building will be erected this summer at 912, 916, and 918 East Douglas by Fred Bissantz and the Bolte Brothers at cost of about $18,000. The Bolte Brothers own the lot at 918, and Mr. Bissantz owns the other two lots. A joint building will be built
on the three lots, with a party wall on the line between the lots of the two owners.

8. County commission yesterday let contract for the Soldiers’ monument to the Woodbury Granite company of Hardwick, Vermont for $21,500. It will be constructed of Hardwick special white granite according to the plans prepared by E. M. Viquesney of Marietta, Georgia.

**Wednesday, January 24, 1912**

7. Plan for the Wichita base ball park, grandstand and bleachers have been ordered drawn.

**Thursday, January 25, 1912**

10. In a few days the store building of McDermott Brothers at the west end of the Douglas avenue bridge will be removed, after which the driveway will be made level and persons can travel over the new boulevard from Douglas avenue to Maple street. Part of the boulevard driveway between Douglas avenue and Seneca has been completed, and yesterday persons drove over it.

**Friday, January 26, 1912**

8. Plans for the new Lehmann-Higginson building are to be drawn by F. G. McCune, architect. Building to be four stories, 80 by 130 feet, facing south on 1st street between Mead and Rock Island avenues, with Rock Island track flanking the building on the west.

**Saturday, January 27, 1912**

1. The Commercial club and Chamber of Commerce agreed yesterday to drop these titles and form a new organization for joint dining and social activities. To have joint meeting next Monday evening.

**Sunday, January 28, 1912**

5. Effective today the Midland Valley Railroad will discontinue passenger trains No. 9 and 10 between Wichita and Arkansas City. No. 9 arrived here from Arkansas City at 10:15 a.m. and No. 10 returned to Arkansas City at 4:00 p.m. and had been in operation since the road opened its service to Wichita on October 4, 1911.

**Tuesday, January 30, 1912**

1. Joint meeting of Wichita business organizations last night decided to call the new city boosting organization the Wichita Business association.

7. Complete plans and blue prints on the new base ball park were delivered to baseball headquarters yesterday by F. G. McCune, architect.
9. City engineer Bert Wells has drawn plans for a “surface sewer” on East 3rd street to handle the drainage from Hillside to the canal. Plans call for a concave pavement 40 feet wide, with twelve inch curbing, a six inch rise in the parking, and a ten inch coping on the property line, making a total depth of three feet from the center of the pavement to the top line of the coping. ¶ This street will drain a surface of about 1000 acres.

Thursday, February 1, 1912

12. Oscar D. Barnes has purchased the old Lehmann-Higginson building at William street and Santa Fe avenue and will wreck the building and use the materials in construction of two new two story buildings each 75 by 145 feet on his lots on South Commerce street. Each building will cost about $10,000. The lots are in the fourth block south of Douglas on the east side of Commerce street. The first building at 410 Commerce should be completed by June 1, after which the second building will be constructed at 412 Commerce street. ¶ The construction of the old Lehmann-Higginson building started about the first of 1900 and was completed June 14 of that year. It is 145 by 155 feet, and two stories.

Sunday, February 4, 1912

B-8. Number three of series about old buildings in Wichita -- discussion at length of old water mill of Wheeler and Scheetz located in 70s on banks of Chisholm creek near 1st street and Hydraulic. In April 1874 they dug a ditch or race from Little Arkansas to Chisholm creek and built Sullivan’s dam to divert water from Little river to Chisholm creek to operate the mill, since Chisholm creek itself was undependable as source of water.

Tuesday, February 6, 1912

6. Mrs. Laura Buckwalter has the contract for building the rest room in North Riverside park. City commission opened bids yesterday and her bid was lowest at $1968. Other bids were $4400 and $4350. Mrs. Buckwalter’s bid was so low due to the fact that she had secured donations for much of the material. She planned the improvement and has worked on it for nearly a year.

A force of 36 men and ten teams are at work wrecking the old Lehmann-Higginson building. The building should be torn down in two weeks if fair weather prevails.

8. Plans accepted by Board of Education last night for the new colored grade school at 13th and Mosley. Details.

14. Commissioner Roetzel has persuaded Wichita Railroad and Light company to adopt a more universal system of transfers. By the system now used, patrons have to tell the conductor exactly which line they wish a transfer to. By the new system a person coming to downtown and desiring to go east may board any car going in that direction. ¶ The company has also agreed to stop its cars on both sides of Market street.
Wednesday, February 7, 1912

7. Contract for Wichita’s new base ball park was let yesterday to H. I. Ellis Construction company. To be completed in 30 days. ¶ It is to be 150 feet north of the railroad bridge, with room for a 20 foot drive clear around the park and connecting with the 2nd street bridge. Home plate will be 70 feet from the front of the grand stand, and the center field fence will be 400 feet from the plate, making it one of the largest parks in the league.

9. Long booster article describing many details about Wichita and including map of central area with location of businesses.

12. Floor plan diagram of Wichita’s new union depot. Depot to be 260 feet long and 100 feet wide, with front 54 feet high of stone trimmed with terra cotta. Ceiling of concourse 28 feet high. Main waiting room 120 feet by 65 feet. Ticket offices 50 by eighteen feet. Harvey dining room 65 by 30 feet will seat about 70. Baggage room 100 by 45 feet.

Tuesday, February 13, 1912

11. Map of Wichita showing distribution of Eagle subscribers. Shows car lines, old drive pattern in central Riverside park, etc.

Wednesday, February 14, 1912

9. City commissioner voted $8000 bond issue to build a park boulevard around the Little Arkansas river from 11th to 12th streets.

Thursday, February 15, 1912

7. Ground broken and work started yesterday on the new baseball park on the island site.

Saturday, February 17, 1912

5. Wichita Water company announced yesterday that it would abandon its Fairmount pumping station and in its place a sixteen inch main will be laid from the main pumping station on water works island to Hillside and Central avenues where it will branch and supply all of College Hill and Fairmount with water directly from the island. The improvements will cost $75,000 and should be completed by May 1. They will provide College Hill and Fairmount with water with much less hardness than that furnished by the Fairmount station.

Ground will be broken Monday for a new two story brick building, 25 by 100 feet, at 922 East Douglas being erected by E. T. Battin. Building will be completed in about 60 days.

Sunday, February 18, 1912

page
5. City commission yesterday authorized bond election in April on $20,000 bond issue to build new reinforced concrete bridge across Little Arkansas river at 11th street.

7. Plans being made to refurbish Hamilton park, between the City building and Hamilton hotel. The old band stand will be torn down, and the ground sodded with blue grass, and cement walks will be laid, etc. The work will begin at once.

12. Drawing of ornamental light poles proposed for “White Way.”

Tuesday, February 20, 1912

5. Excavation will start today on 9th street, between drainage canal and Hillside, which to be paved with brick.

9. Contract signed yesterday for new $36,000 Roman Catholic church, to be built at Andale. Architect is Louis Wessbecher of St. Louis. Building will be of red paving brick, trimmed in Carthage stone, with an asbestos shingle roof. Work will begin at once.

14. After a delay of months, work was resumed yesterday on the West Central avenue pavement. The street car track is torn out from west of the railroad almost to Main street, forcing patrons to walk from Main street two and a half blocks west to catch a stub service that connects to Riverside. The track will be replaced in two or three days. The crossing of the Missouri Pacific tracks was torn out yesterday and a new one installed. Although the car line is to be double track from Main street to the park, only one crossing was put in over the Missouri Pacific tracks owing to objections. ¶ Brick laying was also started at the west end of Central avenue.

Sunday, February 25, 1912

5. Fifty thousand dollars worth of new homes being built in Riverside. List. Includes $5000 two story house at 12th street and Dort for H. B. Sladen of Kansas Gas and Electric company.

9. Long article by Kos Harris on why he came to Wichita.

Wednesday, February 28, 1912

12. A man was killed last night by Santa Fe engine No. 2190.

Friday, March 1, 1912

8. Photograph of cleared area where union station to be built.

Sunday, March 3, 1912

page
2. Article with detailed record of street paving in Wichita.

Article on Wichita street paving says city has more than doubled its street paving in past two years with 21 miles paved compared with eighteen miles in previous 21 years (i.e., total is now 38.30 miles compared with 18.61 miles prior to 1910).

   In the first year of paving in 1889, 4198 feet was paved.
   During first four years of paving, 4.45 miles was paved.
   No paving was done from 1894 until 1903.
   Total cost of paving -- $2,899,578.
   Total cost in past two years -- $1,763,401=$13.64 per capita.
   Of the paving done -- 25.85 miles is asphalt and 18.83 miles is brick.

First official action by city council was November 26, 1888, when city engineer was instructed to write other first class cities regarding best type of paving to use, etc. First actual pavement resulted from resolution April 22, 1889 to pave 1st street from Main to Market. During same year Barber Asphalt company was awarded contract to pave Market from English to Elm along with above contract, on September 9, 1889. Longest stretch of asphalt paving in one contract was on Water street south to the old ball park in 1910, one and three quarter miles. Longest single brick paving contract was also in 1910, on 13th street from St. Francis to Hillside, 100 feet shorter than the Water street contract.

Paving by years:

   1889 -- 0.80 miles  1907 -- 2.32 miles
   1890 -- 3.65 miles  1908 -- 1.23 miles
   1903 -- 1.67 miles  1909 -- 7.06 miles
   1904 -- 0.34 miles  1910 -- 20.95 miles
   1905 -- 0.55 miles  1911 -- 17.25 miles
   1906 -- 1.09 miles

6. Riverside club is making plans to install a new boat house for its members at the north end of the present landing. It will have an upstairs on the street level, with lockers, and will be constructed for use of motor boats and canoes. The boat house is to be ready by the boating season. Other improvements to be completed this spring include pavement for the Riverside boulevard and a concrete abutment for the river bank along the club property.

13. Merriman park, one of the dreams of Wichita boom visionaries, has been sold by the Merriman heirs to Harry C. Trentman, a Wichita real estate dealer, who will place it on the market. During the boom, George Merriman had his 160 acre farm on the hill east of the city platted into city blocks and made into an addition to the city. It was platted in a different manner from other additions, with streets laid out in circles and graceful curves instead of checkerboard style. Only a small portion of the addition was sold before the boom collapsed, and many fine residences now occupy this corner of Merriman park on Circle Drive, etc. Part of the land is now used for the golf links of the Country club. The club’s lease has nearly a year to run, but this area will be sold along with the rest of the addition. The original design of the streets and park reservations will be preserved and the blocks will be platted into large blocks from 200 to 250 feet long.

B-8. Drawing of new Lehmann-Higginson Wholesale Grocery company building on 1st street between Mead and Rock Island avenues. Contract is to be let between March 14 and 18, with building to be finished by September 1. To cost about $60,000.

Wednesday, March 6, 1912
page 5.
During February the Interurban carried 29,000 passengers. Consideration of extending line to the south.

Thursday, March 7, 1912
page 5.
Litigation over title to Elba island, in Arkansas river near Harry, is holding up plan to build a municipal work house there. ¶ This island at one time belongs to a family by the name of Yike, at the time when it was really an island instead of being part of the mainland as it has been for some years past.

Friday, March 8, 1912
page 1.
“Court Names Receiver for Orient Road”

Sunday, March 10, 1912
page 8.
Article describing the dredger presently at work digging the drainage canal which is to connect the present canal with the river. On previous canal dug through east part of city a few years ago a floating dredge was used. The machine used on the new part does not float, but rests on solid earth and proceeds along the route by means of rollers. Four months will be required to dig the big ditch, which is nearly three miles long and will require removal of 224,000 cubic yards of earth. The section being worked on now is 45 feet wide at the bottom, with sloping sides to a width at the top of 75 feet.

Sunday, March 17, 1912
page B-7.
Drawing of proposed new bridge across Little Arkansas river at 11th street, should the voters approve issuing of $20,000 bonds for the project. Eleventh street now crosses the Little river on an old wooden pile trestle that has been declared unsafe. Twice before the voters have turned down a bond issue for a new bridge. ¶ The proposed new bridge is an overhead arch concrete bridge, a style which is new in the west.

Abandoned as a power plant by the Wichita Street Railway and Light company a year ago, the old building at 10th and Wichita streets is to be transformed into a modern street railway machine shop and equipped with new machinery to cost $10,000. Changes in the
building will cost $2000, making total $12,000. May 15, 1912 is the date set by the street car company for having the new machine shop finished. ¶ Since the building was abandoned, nearly twelve months ago, it has been unoccupied. However, most of the machinery used in generating power has been removed and the remainder will be taken out in the next few days. The power plant was abandoned by the street car company when it began to purchase power from the Kansas Gas and Electric company. ¶ The new shops will be across the street from the car barns and will be entered by tracks from the barns. ¶ Heretofore practically all repair work for the street car company has been sent to the shops of the McKinley Syndicate in Topeka. When the Wichita shops are finished street car repair work will be done at home.

Tuesday, March 19, 1912

page 5.

New sixteen inch water main being laid this spring from Waterworks east on Central to Hillside to supply College Hill and Fairmount areas.

Sunday, March 24, 1912

page B-5.

Diagram showing course of new extension of drainage canal now under construction. To enter the Arkansas river at point about midway between Hydraulic and Hillside south of city.

21.

Diagram of proposed site for soldiers monument just west of Waco and Douglas. ¶ Shows double track street car line to just east of street car bridge across Arkansas river and double track line turning north on Waco from Douglas. ¶ Also proposes putting a dam in Big river to raise water level past Douglas avenue bridge and the monument.

Wednesday, March 27, 1912

page 5.

Article about plan by Santa Fe to lower the Wichita and Western grade through West Wichita; from crossing of the Midland Valley to one block west of Meridian.

Friday, March 29, 1912

page 7.

Missouri Pacific will probably give permission to build foot bridge to ball park along side of Missouri Pacific Railroad bridge across Arkansas river.

Friday, March 31, 1912

page 13.

Discusses proposals for bond election Tuesday. ¶ The present pile bridge across Little river at 11th street was built 21 years ago. Eleventh street is paved from Waco west to the east end of the bridge.

B-6.

The new Snyder Ice Cream company has purchased the Stillwell Ice Cream company, the Newhold Ice Cream company, and has leased the Arctic Ice Cream company’s plant. W.
H. Snyder is president. Ice cream manufacturing will be discontinued at the Stillwell and Newhold plants and concentrated at the Arctic plant.

B-8. Article and photograph about the old city jail, now at Main and 12th streets, built in 1871 on east side of second block on North Market street, and moved about early 80s to present site.

Wednesday, April 3, 1912

page 5.
By June 1 the Arkansas Valley Interurban railway will have six brand new cars. An order amounting to about $30,000 for six new cars has been placed with a St. Louis car company. Two will be trailers not fitted with motors. One car is to be used in construction work and also to fight snow in winter.

City votes down bonds for 11th street bridge in election yesterday.

Island Park, the new Jobber home, will be opened tomorrow afternoon with the first team of the Chicago White Sox as the attraction.

Riverside Club has 360 members. Plans for its new boat house presented -- to cost $1100.

Saturday, April 6, 1912

page 5.
Paving of the street car tracks on South Emporia is nearing Bayley street.

Sunday, April 7, 1912

page 8.
Biography of Cyrus Sullivan, brother of Charles Edward Sullivan on whose farm Sullivan’s dam was located.

Tuesday, April 9, 1912

page 5.
Reports agreement between city and Santa Fe for latter to lower the grade of Wichita and Western railway between Sycamore and Hiram streets from two to four feet. Will be lowered three and a half feet at Seneca. Will cost Santa Fe $9-10,000.

Sedgwick block and annex sold yesterday for $160,000. Gives details of ownership. Built in ‘87 and ‘88 at cost of $100,000, and mortgage foreclosed in 1893. The Sedgwick Annex was built in 1906 for $32,000.

Article -- plumbing in City Hall to be overhauled.

Contract let for new colored school at 13th and Water (sic) for $32,429. To be completed by August 15.
Wednesday, April 10, 1912
page 5. Work to start today on West Douglas avenue pavement. Brick is being put down to replace asphalt.

Saturday, April 13, 1912
page 5. A second story is being added to the freight station of the Arkansas Valley Interurban company, near the corner of 1st and Water streets. The plans for the building originally contemplated only one story. When the first story had been almost completed it was decided to add a second floor. The building is being constructed of dark red brick.

Sunday, April 14, 1912
page 5. Article about Wichita “Old Timer,” Douglas Donnelly. Says there used to be a town bell hanging at corner of Main and Douglas rung at 7:00 p.m. daily at which time every store closed shop for the day.

Tuesday, April 16, 1912
page 8. Improvements in Missouri Pacific track facilities costing $59,000 will be opened for business today. These consist of double tracks from the passenger depot to 29th street. Work of double tracking this portion was commenced about six months ago. The Missouri Pacific is the only road in Wichita operating trains on double tracks.

Friday, April 19, 1912
page 5. Half interest in Manhattan hotel sold to Colonel S. B. Amidon and L. S. Naftzger for $70,000. ¶ Photograph. ¶ Built in 1884 by Robert Black -- 100 feet on Douglas and 140 feet on Topeka.

Sunday, April 21, 1912
page 13. Article and drawing of plan for fixing up Hamilton park, on South Main between City building and Hamilton hotel.

? Article about history of the old Douglas Avenue House with photograph.

Tuesday, April 23, 1912
page 8. Paving of the intersection of Main street and Douglas avenue will begin this morning. The entire corner will be paved with wood blocks, and the street car company will lay new steel for all lines at that point.

9. By action of the county commissioners yesterday it was determined to build the soldiers’
and sailors’ monument south of the court house, midway between Main and Market streets. The contract for building the monument was signed yesterday and awarded to the Woodbury Granite company of New Hampshire.

12. In June 1910 the city commission let contracts for paving West Central and South Emporia avenues, each for about nine blocks. For nearly two years these two streets have been torn up and only now have they been finished. ¶ Both streets were delayed because the Wichita Railroad and Light company had to rebuild tracks on these two avenues. When the work was commenced the street railway company had similar improvements under way in several different parts of the city. North Main street car line was rebuilt during this time and rails from this line were used on South Emporia and West Central avenues. This accounts for the delay. ¶ Both street pavings are of brick.

**Wednesday, April 24, 1912**

5. Article about proposal to introduce official license tags for autos in Wichita to prevent duplication or counterfeiting.

8. The Wichita Street Railway and Light company will spend $114,000 this year on improvements. Besides the new repair shop at 10th and Waco and the white way work which will necessitate new iron poles and trolley apparatus, six new cars will be purchased, new steel will be laid on Douglas avenue from Main to St. Francis, and practically all old cars will be remodeled. ¶ All new cars will be P-A-Y-E, meaning pay as you enter. Many of the old cars will be equipped with P-A-Y-E booths. The company now has 40 cars in running order. These improvements include the rebuilding of the Main and Douglas junction which is now in progress.

**Thursday, May 2, 1912**

5. Work is going to be rushed on the bridge across the Little Arkansas river at Bitting avenue. The approach at the south end of the bridge is about completed and today the sand boat will begin pumping sand for the approach at the north end. Dirt excavated for the paving of Bitting avenue was used in making the south approach. Pedestrians can now cross the bridge, and it is probable it will be completed for general traffic by June 1.

**Friday, May 3, 1912**

11. Grades have been completed for the two miles of additional track which the Wichita Terminal association is constructing. Tracks should be completed by June 1.

Tuesday, May 7, 1912

8. Professor Lawrence Mayberry, superintendent of schools of Iola, was elected superintendent of Wichita schools last night, and the salary was raised from $2500 to $2750.

Sunday, May 12, 1912

Special Issue for Booster Trip

1. Photograph of the Northern Building.

3. Street car company is spending $11,000 on the rebuilding of their tracks at intersection of Main and Douglas.

7. “Wichita’s new baseball park is right in town by the big bridge.” Located on Ackerman’s Island, within five minute walk from Main and Douglas, has been built a baseball park without a peer in the Western league. Grandstand and bleachers have seats for 5200 spectators. ¶ Photograph of grandstand.

13. Article on Wichita Country Club, which will soon begin construction of its new club house.

16. Photograph of Keene Hotel, 165 North Market, corner 1st and Market. Two story brick building.

20. Photograph of Douglas avenue looking west showing Barnes block and Innes store in foreground and street car in distance.

Second street bridge will be open for traffic this afternoon after several weeks of repair work.

21. Photographs of Wichita men going on booster trip.

25. Photographs of mayor and commissioners including Roetzel and R. B. Campbell. Says Wichita has 600 miles of streets of which over 75 are paved. About 25 miles of pavement laid in past year.

Special Section

7. Photograph of Beacon building -- large.

8. Article on history of street paving in Wichita.

10. Article on public service companies in Wichita.

Photograph of new Bitting building when four stories high.
13. Photograph of Wichita Water Company’s main pumping station (with tall smokestack).
14. Article about Wichita public schools.
21. Photograph of Wichita hospital.
24. Photograph of Schweiter building.
25. Article about Arkansas Valley Interurban.
28. Photographs of Douglas avenue and Main street; also of new Central avenue dam and municipal bathing beach.

Tuesday, May 14, 1912
1. Photograph of booster train departing from Rock Island depot south bound with a bit of buildings to east of tracks visible.
4. Small photograph of Sedgwick building, which was sold recently for $160,000 by Eastern owners to Kansas farmers.
5. Work started yesterday on the new Lehmann-Higginson building at northwest corner of Rock Island and 1st street. Building to be 80 feet on Rock Island and 130 feet on 1st street, four stories high, cost $50,000, and to be completed by October 1.
8. Street car company plans to raise its tracks on East Douglas between Main and Santa Fe above their present level, and this will necessitate new pavement to bring the city’s portion of the street up to a level with the car tracks. The street is now paved with asphalt, but Commissioner Roetzel favors use of vitrified brick blocks.

Ordinance passed by commission yesterday ordering wood block pavement in the alley between Main and Market streets in first block north of Douglas.

City is building a dog pound on Elbe (sic) island.
9. Twelve new maps of Wichita, prepared by employes in the city engineer’s office during leisure hours, will be purchased by the city to be hung in different fire stations and in offices of the city commissioners.

Wednesday, May 15, 1912
10. Photograph of new three story brick building at corner of Main and 3rd streets built by McIntyre brothers for $20,000.
Friday, May 17, 1912

5. Article about dispute over ownership of Elba island.

10. Advertisement by Wichita Railroad and Light company -- ”Evolution of the Street Car.”

11. One hundred and eight graduated from high school last night -- largest class in history.

Saturday, May 18, 1912

6. Work finished last night on the big one inch water main from Water Works island to Central and Hillside. This main, over three miles in length, was a large portion of the $75,000 in improvements being made by Wichita Water company this year. This will allow complete abandonment of Fairmount pumping station, which for years has supplied College Hill and Fairmount with water. These districts will now receive their water supply direct from Water Works island.

Sunday, May 19, 1912

6. Drawing of new white way light poles to be erected in first block of North Lawrence -- sixteen poles with three globes on each.

10. Article discussing Wichita’s clubs.

?. Drawing of proposed plan for South Riverside park -- shows car line turning north from Central and merging from double track to single track about half way between Central and river.

Tuesday, May 21, 1912

9. The first dirt for the new rest room in North Riverside park will be thrown this afternoon by Mayor Minick. City Engineer Bert C. Wells will be present and stake out and give grade of grounds. Work on this building will begin tomorrow. Mrs. Laura Buckwalter has the contract for the building and will supervise its construction. ¶ Then article gives list of those who will be present. ¶ The new rest room will cost $5500. Work is being contributed by the city and the material has been purchased from money raised by popular subscription.

Wednesday, May 22, 1912

5. Contracts have been let for paving this year of Seneca from University to McCormick with brick and Murdock from St. Francis to Cleveland with concrete.

8. Long article about agreement by Santa Fe to lower the grade of Wichita and Western tracks in West Wichita, in return for which the city has vacated an alley and a street
adjacent to the Lehmann-Higginson property to provide a site for the new depot.

14. Article about rest room to be built in North Riverside park -- at the ground-breaking yesterday afternoon, the participants argued for half an hour as to the best place for it to be located and finally decided on a location immediately northwest of the lily pond and in the center of Carlos avenue extended appeared to satisfy the greatest number. Mrs. Buckwalter and Commissioner Roetzel agreed on the location finally selected. ¶ Riverside park rest room will be 68 feet long and 50 feet wide. It will be built of cobble stones and covered with tile roofing. It will be equipped as a ladies’ rest room and will have a tenant in charge during summer months. The building probably will not be finished before fall. ¶ The new rest room for North Riverside park is made possible by donations, the result of several months’ efforts by Mrs. Laura Buckwalter. Plans were donated by Architect U. G. Charles, labor will be given from the city, and material will be donated by various individuals.

Thursday, May 23, 1912

1. Professor H. Samuels of Detroit, formerly of Wichita, arrested for practicing medicine without a license.

5. City commission to draw up ordinance compelling street car company to pave its right of way on Douglas from Main to Santa Fe tracks. The old cobble stones on the right of way are to be removed and replaced with brick paving.

12. Missouri Pacific is proposing to build large car repair sheds in the 25th street yards.

Sunday, May 26, 1912

8. Article about Missouri Pacific plans in Wichita include a six stall brick addition to the round house, to cost $5000.

12. Fire Marshal A. G. Walden issued legal permission yesterday to build the North Riverside park rest room. The permit was issued to Mrs. Laura Buckwalter, with specifications that the building should be completed by September 1, 1912. According to the building permit, the North Riverside park rest room will cost between $5500 and $6000, and will be a three-roomed structure built of cobblestones and roofed with clay tile.

Tuesday, May 28, 1912

5. Contract awarded yesterday for foundation of the soldiers’ memorial monument for $927.75 -- to be completed by July 1.

12. Visit to Wichita by former Wichita Railroad and Light company superintendent W. R. Morrison, who left Wichita almost a year ago and sent to Barbados Islands to supervise the reconstruction of a line of street and interurban railway there owned by the McKinley
Syndicate.

Wednesday, May 29, 1912

Page 9.

Ordinance passed yesterday by commission requiring Wichita Railroad and Light company to pave its right of way between Main and Santa Fe tracks. The street car company will lay new tracks and raise them five inches above the present level and will raise intersections seven inches higher than at present.

Saturday, June 1, 1912

Page 5.

Santa Fe Railroad is replacing light rails on the Englewood line with new 85 pound rails. The old steel was 56 pound. About 20 miles of track have already been rebuilt. This branch is 187 miles long. Until the light steel is replaced, heavy engines cannot be run over it.

Sunday, June 2, 1912

Page ?.

Long article on interview by Mayor Minick and Frank Wood with E. P. Ripley, president of Santa Fe Railroad, regarding proposed track elevation and union depot at Wichita.

The old Fairmount pumping station of Wichita Water company was closed at 11 o’clock last night. The Fairmount pumps will be removed to the waterworks island pumping station, where they will be installed and remain ready for service in case of emergency.

Tuesday, June 4, 1912

Page 5.

Commissioner Roetzel threatens to close Seneca street and 11th street bridges unless authorized to spend money on repairs, including new piles for both bridges costing not less than $1000 each.

9. Commission meeting: A communication from Mrs. Laura Buckwalter was read, asking the city to pay one-third of the expense of placing a tile roof over the rest room in North Riverside park. This letter stated that the roof would cost $300. The city will pay $100, and the remainder will be furnished by Mrs. Buckwalter.

4. While discussing the elevated tracks controversy Frank Nighswonger stated that he is not willing to allow the railroads to divide Wichita into two parts with an embankment and only three “dog holes” through it to accommodate traffic.

8. Long article seeking injunction against the proposed track elevation.

A. M. Patten is manager of Wichita Railroad and Light Company.

Wednesday, June 5, 1912
8. **Interurban to Hutchinson**

The Arkansas Valley Interurban Railway company of Wichita has completed a survey for the extension of the Wichita interurban from Halstead to Hutchinson. The line as surveyed parallels the Santa Fe railway from Burrton into Hutchinson, running along the south side of the Santa Fe. The route to be followed into the city proper has not been definitely determined. Superintendent Hopkins of the interurban company, who is looking after right-of-way matters, announced at Burrton that the company would expect the right-of-way to be donated. They were seeking a 60 foot strip of land for this right-of-way. According to statements made at Burrton, the Wichita company has not fully determined whether to build into Hutchinson this year or whether to expand their efforts on a southern extension from Wichita.

**Thursday, June 6, 1912**

5. Plans announced for a $50,000 56 bed addition to Wichita Hospital west of the present building. Most of the money is to be raised by popular subscription.

**Friday, June 7, 1912**

5. A bath house with 90 lockers for men and room for 50 lockers for women has been completed at Walnut Grove park by the Arkansas Valley Interurban company.

7. Wichita now has a pontoon bridge. It was recently completed by the Riverside club and is over 40 feet in length. It was built so that women, children and poor swimmers might go part way across the Little Arkansas river at the Riverside club to the shallow water opposite the dividing boards.

12. Article about light poles to be installed for white way system by street railway company, objecting to fact they are uneven in size.

**Saturday, June 8, 1912**

4. **“Railroad Hierarchies”**

Editorial on railroad groupings.

7. In extending the street car tracks two blocks further south, a building boom is promised for the South End. Improvement of car service was promised three months ago, and work will begin next week. The extension will give the Wichita Street Railway company two more blocks of track, a wye at Levy street taking the place of the present loop. When this extension is in A. M. Weinschank will begin seven houses on the old baseball park, and Massachusetts Life Insurance Company is planning to open a new addition of 130 lots directly east of the old baseball park on both sides of Levy street, extending east to Topeka.
8. After this week the Princess will be turned into a moving picture theater, showing nothing but the best and very latest in animated events.

**Sunday, June 9, 1912**

3. By September 1, Wichita’s “great white way” is to be a reality. Article gives many details.

10. Wichita implement men who sell buggies and carriages have suffered great loss of trade during the past four or five years by the great increase in the number of automobiles. Some merchants say that the trade has fallen off from a third to a half what it was five years ago. The automobile is directly responsible, say the implement dealers.

12. Discussion of assessment for paving of 3rd Street as an open storm water sewer from Hillside to the drainage canal.

Wichita Railroad and Light company advertisement urging buying book of street car tickets -- 24 for $1.00.

**B-2.** Article about T. G. Fitch -- a Wichita “Old Timer.” ¶ “Returning to Wichita from Chicago in 1886, Mr. Fitch gave up the practice of law and went in for a business career. He served as secretary and treasurer of the Davidson Investment company from 1886 to 1888. In 1888 he was elected manager of the Riverside and Suburban Railway company and continued with the railway as manager for a number of years after it was consolidated with the other street railways as the Wichita Electric Railway company.

**Tuesday, June 11, 1912**

12. Article about depression of Douglas for overpass. Says the present Santa Fe tracks are eighteen inches higher than the Rock Island. The roadway under the Douglas Avenue overpass will be depressed eighteen inches, so it will than be on same level as present Rock Island tracks. ¶ Clearance above street car tracks will be thirteen and a half feet and above roadway twelve feet at Douglas, twelve feet at 1st Street, and ten feet at 2nd Street.

8. The blacksmith shop and oil house of the interurban at the corner of Water and 1st streets were moved yesterday to make room for the proposed addition to the depot, which has been made necessary by the increased freight business of the interurban company.

**Wednesday, June 12, 1912**

5. New three span pile bridge across the drainage canal on Mathewson avenue near 20th street completed yesterday at cost of about $250.

8. The colored people of Wichita are having a hard time deciding what name they wish to call their new school at corner of 13th street and Mosley avenue. ¶ Touissant (sic) l’Overture is at present leading the list of requests. ¶ Etc. ¶ The new building is rapidly nearing
Thursday, June 13, 1912

2. Rotary club members entertained their wives last night with a five-course banquet at the Riverside club.

5. C. D. Bell, chief engineer for the Arkansas Valley Interurban Railway company, left yesterday morning for St. Louis to inspect the new cars that the St. Louis Car company is building for the interurban company. Seven cars are under construction for the Wichita company, three motors, two trailers, one work car and a flat car.

For several months an advertisement saying “Eat Niagara Ham” has appeared on the back of tickets sold by the street car company at 24 for a dollar. A. M. Patten, manager of the street car company said in a few days this will be replaced by an advertisement for the Carl Graham paint and varnish company.

6. Mr. and Mrs. T. Walker Weaver and daughter, Helen Elizabeth, of St. Louis, arrived Sunday evening to be the guests of Dr. and Mrs. J. Grey Dorsey of North Topeka avenue.

12. Pavement of Waco between 1st and 2nd to be completed, since street car company does not except to build its car barns this summer. Ties will be laid in the cement upon which rails may be spiked later.

Friday, June 14, 1912

5. Masonic home to have a new 33 room addition costing $20,000. It is the original R. E. Lawrence home, built in 1888 and sold to the Masons in 1896, with several additions built since.

One hundred sixteen persons residing near 23rd street have petitioned the Arkansas Valley Interurban Railway company for a waiting station. The petition has been presented to the Interurban and yesterday Commissioner H. J. Roetzel was informed that the city might be asked to help get the waiting station.

6. Motormen in the employ of the Wichita Railroad and Light company, who have runs on North Main street, or who take their cars around the down-town loop, are feeling good over the installation of an automatic switch at 1st and Main streets.

The new bridge on 21st street across the new channel of the drainage canal has been finished, and workmen have been ordered to fill the old channel 160 feet east of the bridge. The Bitting avenue bridge across the Little Arkansas river will be opened to traffic Saturday.

9. One block a day is the rate of progress now being made in the laying of conduit for
Wichita’s white way system. The Kansas Gas and Electric company’s force is working on North Main street and will have reached the north extremity of the system at Murdock avenue within two days more. At the corner of Murdock avenue and Main street the gang will cross to the west side of Main street and work south. There are now 130 men employed on the job, all working on the same ditch.

Saturday, June 15, 1912

Machinery from the old Wichita electric power plant at 1st street and Waco avenue will be moved to a new emergency Kansas Gas and Electric power house at Newton. Kansas Gas and Electric has had possession of the electric light and power system at Newton since last fall. The old Newton powerhouse was in bad state of repair and was abandoned, and Newton has been “tied in” with the Wichita system, with current transmitted over a special transmission line following the line of the Arkansas Valley Interurban from Wichita. ¶ Two 500 h.p. boilers and a 500 kilowatt steam turbine formerly used in the Wichita power plant will be moved to Newton and used in a reconstructed emergency plant there. ¶ Ten years ago this equipment used to carry nearly all the Wichita load, but it was abandoned when the new plant was constructed at the intersections of 3rd street and the river. The machinery is still in efficient condition, but was too small for use in the modern Wichita plant.

Sunday, June 16, 1912

Arkansas Valley Interurban bathing beach at Walnut Grove Park, near Sullivan’s Dam. Special cars to the park every hour on Sunday afternoon beginning at 1:30 p.m. Fare ten cents.

Tuesday, June 18, 1912

Article on court hearing regarding request for injunction to prevent proposed plan for track elevation.

Article saying the new high school building, in use for one year, is too small to accommodate the pupils. In order to correct this defect, a large portion of the old high school building is being fitted up for the use of high school students. It is said that the entire old building will be used as an annex within the next two years.

Wednesday, June 19, 1912

Article describing adoption of the name Toussaint L’Ouverture for the new colored school.

Article -- decision of local court against injunction against track elevation proposal is being appealed to Kansas supreme court.
Thursday, June 20, 1912
page 5.

Mayor Minick is not in favor of the scheme to build a workhouse on Elba Island.

Water was lowered in Little Arkansas river yesterday for purpose of making a complete covering of sand on the bottom of South Riverside park beach. The beach has been enlarged to increase facilities for children’s bathing.

The influx of harvest hands continued unabated yesterday. Local officials stated that every west bound train on the Missouri Pacific is bringing into this city from 300 to 400 men. Tuesday afternoon 264 were sent over the Missouri Pacific to Hutchinson.

Saturday, June 22, 1912
page 6.

Six thousand feet of new tracks are to be built by Orient Railway company in the West Wichita yards. The additional storage tracks are necessary to handle the increased business expected as a result of the unusably large wheat crop on the line. Material is being assembled now and construction will be started right away.

Sunday, June 23, 1912
page 5.

“White Way” Crowding Out Famous Porch
Baltimore Hotel Awing Under Which Many Famous Men Have Rested Torn Down to Make Way For Lights

Construction of Wichita’s white way has caused the passing of one of the oldest landmarks of the city. ¶ Last Tuesday the awning in front of the Baltimore hotel was torn down. The awning was 100 feet in length and formed a porch for the second floor. ¶ Upon the porch in the early days of the Peerless Princess have reposed some of the most noted men of the United States. The Baltimore hotel was built 40 years ago. ¶ In the 70s and early 80s it was the leading hotel of the town. In fact it was the only $2.00 hotel in Wichita. ¶ Among the notables that were entertained in the hotel were Generals Grant and Sherman. The famous Horace Greeley was also at one time the guest of the establishment. Practically all of the men who were prominent in the political, industrial, and religious life of Kansas a decade ago have on various occasions registered at the Baltimore on their visits to Wichita. ¶ It was found that the awning was in the way of the construction of the white way and would be condemned by the city. The proprietor of the hotel, T. H. Huffman, therefore, had the structure torn down. He will replace it next Monday was a canvas awning.

Wednesday, June 26, 1912
page 5.

Petition being circulated asking for new brick pavement on East Douglas from east line of Main street to west line of Santa Fe avenue -- to replace existing porous asphalt pavement. ¶ Pavement is to be laid on six inch cement concrete base. The rock in the base of the present pavement is to be used for the new foundation, over which will be spread an inch
and a half sand cushion. The vitrified paving blocks to be laid on this must pass an eighteen per cent abrasion test. The interstices between the bricks are to be filled with a cement grout filler. The petition calls for a No. 1 pavement not costing more than $1.80 per square yard. ¶ This pavement is similar to the new one which has been put in on West Douglas between Main and Wichita streets.

Friday, June 28, 1912

4. Editorial concerning foot-dragging by the railroads in the track elevation project.


Opens Bids To Work Over City Building
Unable to locate the plans on which Wichita’s city hall was built, the city commission finds itself in a predicament relative to letting a contract for remodeling the building. ¶ City hall needs repairing and changes in partitions. In order to place new plumbing in the building, it is necessary to locate the old pipes, and without the plans this is said to be almost impossible. ¶ Commissioner Harts has reported that as far as he can learn the original plans for the city building were filed with the county clerk years ago, but they cannot be found now.

8. City Engineer Bert C. Wells announced yesterday that work would be started today by the Kansas Gas and Electric company on setting the big iron poles that will carry white way lights and trolley wires for the street railway company.

12. Sullivan’s dam is to be repaired right away by the city. Each year some work is required on the dam, as it is constructed of brush, sand and rock. It serves several purposes. It provides water for the drainage canal, makes fishing fairly good up the river and serves to raise the water level nearer the ground in the garden districts north of Wichita.

Saturday, June 29, 1912

14. Contract will be let next week for a two story warehouse (brick) in the fifth block north, between Santa Fe and Rock Island tracks -- 300 by 67 feet with loading platform on both Santa Fe and Rock Island tracks. For Mercantile Warehouse company and to cost $25,000.

Sunday, June 30, 1912

5. Work on the interior of St. Mary’s cathedral has proceeded to a point which assured the completion of the magnificent church in time for the dedication next fall. ¶ Further discussion of the building.

The City Mill track in the Santa Fe yards was moved yesterday to make room for the
installation of new telegraph poles. The telegraph lines in the yards have been moved from the east side of the yards to the west side as a preliminary to constructing the elevated tracks. The company’s rules call for a six foot clearance on each side of the track, which made the moving of the mill track necessary. ¶ The old passenger station formerly occupied by the Santa Fe, but now by the Terminal Railway company, is for sale, according to the announcement of R. R. Vermillion last night. It is probable that all of the old buildings will be sold to make room for the elevated tracks.

Tuesday, July 2, 1912

5. A resident manager for Wichita Railroad and Light company was the burden of Commissioner R. B. Campbell’s plea to the city commission meeting yesterday. “I would like to see this commission make a demand on the street car company for a resident manager,” was Commissioner Campbell’s answer to a question concerning certain business between the city and the street railway company. ¶ Manager A. M. Patten of the Wichita street car company is also manager of the Topeka street railway company and is very often in Topeka when wanted by city officials in Wichita. Mr. Patten’s business necessitates frequent calls to the company’s head offices in Peoria, Illinois. ¶ Mr. Campbell said he realized that Manager Patten has to be where his superiors order him to go, but the commission believes the McKinley street railway syndicate does business enough in Wichita to furnish this city with a resident manager.

8. Petition granted to pave Circle Drive to Merriman Park addition.

Thursday, July 4, 1912

2. Commissioner J. A. Harts stated yesterday that he had ordered a car load of crude oil to be used on streets and drives in North Riverside park. The oil will arrive in a few weeks, and after that there will be no more dust in North Riverside park.

8. After working fifteen years for a lower grade for the Wichita and Western tracks, citizens of West Wichita avenue about to see the fruits of their labors. Bids for lowering those tracks will be filed today -- to lower 6500 feet of track.

Friday, July 5, 1912

1. Dr. F. S. Thomas, well known Wichita physician and head of the Thomas Sanitarium, 1103 St. Francis avenue, was killed yesterday when his auto was run down by a Santa Fe passenger train at 13th street. He had been practitioner in Wichita for 20 years and owned a private sanitarium at his residence, 1103 North St. Francis avenue.

2. The Arkansas Valley Interurban railway did a record breaking business yesterday. It took a two-coach train every fifteen minutes to handle the immense crowds which patronized the interurban: O. A. Boyle, general manager of the system, estimated last night that 7500 people rode upon the line. ¶ Walnut Grove was the main attraction, but the cars were
crowded all along the line. Three new cars recently received by the company were pressed into service, making in all twelve cars.

Saturday, July 6, 1912

West Side Commercial league is working for extension of the Wichita street railway lines west on Maple street from the South Main street line, across the river and south on Campbell avenue. A section of the city just west of the Arkansas river and south of Douglas avenue has been building up rapidly in the past four years. The street car company has suggested, as a sort of compromise, the building of a line south from the West Douglas avenue line on Osage avenue.

Sunday, July 7, 1912

Paving of Waco from 13th to 15th was begun last week. At present the street car tracks are torn up and patrons are obliged to walk the two blocks. Bricks for this pavement have been on the ground since December, but for unknown reasons the paving has been neglected.

Tuesday, July 9, 1912

Plans completed yesterday by William Lampe, a local architect, for the “Pacific” hotel to be built by Albert Kunkle on West Douglas, opposite the Missouri Pacific depot. The foundation work was begun yesterday. To have 36 rooms and cost $40,000.

Death of Levi G. Scheetz, age 67, resident of Wichita for 40 years and an active builder and financier of some local note in the early days. He was one of the promoters and builders of the canal known as the Hydraulic canal, which ran from the Little river to Chisholm creek. This canal was used for many years to furnish water for the Hydraulic flour mills.

Wednesday, July 10, 1912

“Contract for Elevation of Tracks is Let”

Contracts for the grading and part of the concrete work were let in Topeka yesterday to the Texas Building company of Fort Worth, Texas to amount of $200,000.

New pavement on Bitting avenue will soon be completed after long delays. This avenue has been torn up over three months to pave one block between 11th and 10th. After the street was dug up and left almost impassable, the street car company put down new rails and after another delay the contractor put down the concrete base. The top coat of pavement will be a mixture of asphalt, gasoline and rock known as Westrumite.

Thursday, July 11, 1912
5. O. A. Boyle announced the past June was the record month for the Arkansas Valley Interurban since it was built in the number of persons carried. The number was 41,105.

Two high grade trailers, capable of carrying 60 persons each, a flat car for heavy freight, and a work car are to be shipped from the St. Louis car shops on July 15 for use on the interurban.

8. A. M. Patten, manager of the Wichita Railroad and Light company, in answer to a request from Commissioner R. B. Campbell for a resident manager of the street car company says that C. R. Lewis, superintendent of transportation, has full authority over local matters when no higher officers are in town.

Mr. Patten is state manager for the McKinley street railway syndicate, and is general manager of the Wichita, Topeka and Atchison street car lines.

12. North Riverside park’s rest room is stuck fast on financial rocks and will have to remain without a roof unless $1000 is given by citizens of Wichita. Mrs. Laura Buckwalter, 1106 Larimer avenue, says “We have enough material to complete the walls and piers ready for the roof, but nothing to pay for the roof.” Plans and estimates furnished by Architect U. G. Charles contained no provision to hire a foreman, so Mrs. Buckwalter has acted as foreman of work that has been done, taking her time away from her household duties.

The restroom, which was begun after almost a year’s parlaying with a backward city commission, is located near the lily pond in North Riverside. The walls are almost up, but for two weeks nothing has been done on the building. In order to push the park improvement to completion Mrs. Buckwalter is conducting a subscription campaign to raise $1000 in cash to finish the structure.

Saturday, July 13, 1912

page 3

Advertisement of the Morton-Simmons Hardware Company for Keen Kutter tools.

Improvements to the municipal beach in South Riverside park including new lockers for men and walks from both bath houses to the beach.

Tuesday, July 16, 1912

page 10

Cow buffalo died yesterday at Riverside park zoo.

Saturday, July 20, 1912

page 6

Wichita’s busiest corner, Main and Douglas, is to have a complete new street pavement and new tracks. The improvement was delayed two months because new steel rails failed to arrive. This has now arrived and will be laid. Cobble stones were torn out yesterday. Wood block pavement will be placed between the rails.

Tuesday, July 23, 1912

page
8. Discussion of some requests made by city in connection with track elevation.

Thursday, July 25, 1912

9. Santa Fe train No. 18 from Galveston to Kansas City last night had thirteen coaches -- first train this long in three or four years and within one of the limit of number of coaches allowed in train book.

Friday, July 26, 1912

12. Contract for new union station for approximately $280,000 awarded to Dieter and Wenzel, a Wichita contracting firm. Work on the excavation will start next Tuesday. Article describes details and has drawing of the planned new station.

Saturday, July 27, 1912

5. Announcement of offer of $75,000 from Carnegie corporation for a new public library if Wichita will furnish site and spend $7500 yearly for the maintenance.

Sunday, July 28, 1912

9. From Eagle of 40 years ago (July 26, 1872). Contract for building of the First National bank awarded. To be at northeast corner of First and Main and cost $10-11,000. Dimensions 25 by 60, two stories high.

Tuesday, July 30, 1912

5. Construction of Wichita’s union station facilities is under way.

Wednesday, July 31, 1912

6. “Wichita Railway and Light Company” advertisement for Trolley Rides these hot summer evenings (i.e., charter). We make the minimum charge of $7.50 for a two and a half hour trolley ride. This gives us plenty of time to take you over the entire city.

Thursday, August 1, 1912

2. Advertisement by Wichita Railroad and Light company saying summer cars can be hired on hot evenings for $7.50 for a two and a half hour ride.

5. Article about the new $10,000 pipe organ for the Cathedral saying it will be installed in time for the dedication. Being built by a St. Louis company.

8. Article saying a woman was injured last night by a falling side rail on a summer street car on the Wonderland Park line.
Further work begun yesterday on union station site. Several teams with wagons were used in filling the depression left by removal of the Lehmann-Higginson Grocery company building.

Friday, August 2, 1912

The Wichita Water company’s siphon line between the Little and Big Arkansas rivers is now ready for use but will be used only in case of emergency. The Little river end of the siphon is about 200 feet above the dam.

Sunday, August 4, 1912

Mrs. Thomas, widow of Dr. P. S. Thomas, killed by Santa Fe train at 13th street crossing on July 4, 1912, says she will sell or lease the Thomas Sanitarium building at 1103 North St. Francis.

B-7. The track east of the Santa Fe station, which has been used as the main line for freight trains through the yards, was moved a few feet west of the former location yesterday to make room for the foundations of the new depot.

Tuesday, August 6, 1912

Article about construction of the White Way poles by the Western Iron and Foundry company. Two complete poles are molded per day. Over 250 have been ordered, so final delivery will not be until some time in September.

Wednesday, August 7, 1912

City commission yesterday voted to accept the offer of Carnegie corporation to give Wichita $75,000 to erect a public library building. The city is pledged to appropriate $7500 annually for maintenance of the building.

The Riverside park zoo’s ostrich died Monday.

The Arkansas Valley Interurban reported yesterday that 57,501 passengers were carried during July, a new record. In June 47,105 passengers were carried. ¶ It was announced that a new work car and a new flat car for freight would be shipped from St. Louis next week.

Saturday, August 10, 1912

Commissioner Roetzel proposes asking Rock Island to move its switches on Mosley avenue further west of the main track than at present, to leave room for a wagon road between the switches and the main track. Also to make a street of the alley just east of Santa Fe avenue and name it Moore Brothers avenue. Above changes to be between 1st and Central, and then he would ask that both streets be paved with brick. The paved
roadway between switches and main track on Mosley is to be 20 feet wide.

Sunday, August 11, 1912

5. “Wichita’s Gets Latest Model In Street Car”
Wichita Railroad and Light company has purchased six new cars to be delivered in the fall. Only two steps from ground to floor of car and have no back platform: Compressed air doors. Cars will have but four wheels but will be longer than the “goats” now in service. Forty h.p. motors. Seats 38. Will cost $3800 each. Plan to put most of the new cars in the South Emporia-Riverside service. (Apparently refers to Birney cars.)

B-6. Photograph -- fire partly destroys roof of old Griffenstein home -- formerly located on South Water where Forum now is, purchased about twelve years ago by city and moved to present site at 223 West 3rd where it has been used past two years by the Sedgwick home, Wichita Associated Charities, until their new building next door is completed.

B-8. Letter from Henry Schweiter to Eagle objecting to city spending money on luxuries such as White Way and new library instead of on things such as railroads.

Tuesday, August 13, 1912

10. After having once virtually refused a request for mail service on the interurban line out of Wichita, the post office department has ordered another investigation, which probably will result in the request being granted -- further discussion.

Wednesday, August 14, 1912

5. The “Watch Wichita Win” electric sign across Douglas at St. Francis is to be torn down by the end of the week as a part of “clean up” by gas company and street railway company in removing wooden poles from Douglas avenue and attaching wires to “white way” iron poles. The sign was put up during the early history of commission government in the city. The motto was chosen by Mayor C. L. Davidson and members of the first commission.

10. Orient Railroad will open its new yards on West Side Thursday of this week. They have been improving and extending switches in vicinity of shops for some time with object of moving the train yard from the east side. In future all freight trains will arrive and depart from the yard on West Side. Employees unhappy about it, since street car line reaches no farther south on Hiram avenue than Friends university.

Thursday, August 15, 1912

8. A new slate roof is presently being put on the Rock Island passenger depot and will help the appearance of the station materially.
Ten. Twelve acres of Little River bottom land now owned by Wichita Railroad and Light company may be added to Riverside park. Negotiations under way to obtain title to the tract lying immediately west of Central Riverside park, bounded on the south by Little river, the west by the old Herron estate, and the north by Park avenue. The land is in an uncultivated state, is covered by dense timber and brush, and for years has caused much comment because it had not been improved. ¶ The ground cannot be sold by the street railway, as it is security on bond issues and has been appraised at $25,000 by officials of the company. However the city does not propose to give any sum near that figure. ¶ In order to extend the Seneca avenue boulevard to a connection with Nims avenue the city must condemn several acres of land, and the city attorney advised that the best thing would be to condemn the entire tract.

Friday, August 16, 1912

3. Article on demand for extension of street car line to Orient shops. ¶ Manager A. M. Patten of street railway out of city yesterday.

Saturday, August 17, 1912

2. Telephone company advertisement by Missouri and Kansas Telephone Company (an affiliate of Bell system).

5. First cement for foundation of the new union depot will be poured today. The work on elevated tracks will be started just north of 3rd street in a few days.

   “Patrons please leave cars by front exit” is a sign that the Wichita Railroad and Light company will place in all its cars having front exits. The signs will go in “pay as you enter” cars as well as the older fashioned kind, C. R. Lewis, superintendent of transportation, says.

10. Orient shops are to be closed down on 24th of this month and the regular roundhouse force will be cut down on account of the company being in need of money.

Sunday, August 18, 1912

13. “First Diagonal Avenue in City to be Gift of Orient” -- with map showing Orient Avenue to be built three quarters mile in length along Orient Railroad from corner of Meridian and Dort to near Seneca and Walker. The Orient owns a portion of this land.

   From Eagle of 40 years ago: “An engine house is being built just south of the turn table. Should think it will hold two or three engines.”

14. Another letter from Henry Schweiter on taxes, etc. “The city high school and the county high school are also pauper institutions which should be abandoned.”
B-6. Article about new high altar at St. Mary’s cathedral with description.

Tuesday, August 20, 1912
page 5.
Article regarding progress on track elevation and depot.

Wednesday, August 21, 1912
page 5.
Kansas Gas and Electric company to build new $25,000 warehouse and garage and office building on 3rd street between Sherman and Stevens avenues. Kansas Gas and Electric is owned by the American Light and Power company in New York. Building will be two stories, 135 feet long by 50 feet wide. Engineering offices of both the gas and electric departments will be moved there from the company’s office building at corner of Main and English.

Thursday, August 22, 1912
page 5.
Contract let yesterday for new $20,000 County club building on College Hill to be located on tract of land near corner of 8th and Yale. To be 100 feet long by 60 foot width with eighteen foot porch on south and west. To be finished by March 1, 1913.

Friday, August 23, 1912
page 5.
Article on progress on track elevation and depot.

8.
Next week Frisco will start replacing light steel rails between Wichita and Leon with heavier ones. Will take at least two months. Frisco will than have heavy steel on its line from Joplin to Wichita.

Saturday, August 24, 1912
page 5.
“Bitting avenue is finally paved” between 10th and 11th streets. Brick had been laid there twice before but then taken up because the brick did not meet the city’s test. Now it is there to stay.

Sunday, August 25, 1912
page 7.
Article about proposal by L. W. Clapp to name extension of Park Place north of 17th street “Wellington Place.”

Tuesday, August 27, 1912
page 6.
Wichita and Western will complete lowering of their grade from Hiram avenue to the Arkansas river in about ten days. Job was started six weeks ago.
Friday, August 30, 1912

Page 6.

Pavement on Waco avenue between Douglas and 1st is about to be finished after about two years wait. Brick is now being laid on the second block in front of where the street car company once wanted to build a car barn. Contract to pave Waco from Douglas to 1st was let November 12, 1910. First work not done until nearly a year later. Then the first block and part of the second was laid, but the street car company said something about wanting to build a car barn, and work stopped. When the city became convinced that the street car company was not going to build a car barn, it ordered the paving contract completed.

Sunday, September 1, 1912

Page 3.

Long article describing municipal bathing beach in Riverside park.

Tuesday, September 3, 1912

Page 2.

Arkansas Valley Interurban set record in August with 61,508 paid passengers. The banner day was August 8, date of the old settlers’ picnic at Halstead, with 6340 passengers that day. The previous high month was July this year with 57,501 passengers. On July 4 over 7000 were carried.

Wednesday, September 4, 1912

Page 5.

City commission voted three to two to accept offer of $75,000 from Carnegie for new library building. Commissioners Roetzel and R. B. Campbell wanted to cut it down to $50,000 building to save maintenance cost.

Mrs. Laura Buckwalter, who is promoting the North Riverside rest room, informed the city commission Tuesday that she would not order capstones for the windows in the Riverside park rest room until the city appropriates the money to pay for them. Architect U. G. Charles confirmed Mrs. Buckwalter’s statement by a letter in which he said the contractor would not furnish the stones unless money is first appropriated by the city. The commission voted not to give Mrs. Buckwalter the money until the cap stones have been ordered. Commissioner Harts was authorized to confer with Mrs. Buckwalter about the financial troubles of the rest room.

Friday, September 6, 1912

Page 6.

Article -- first cement poured yesterday for new union station. Pile work for track elevation will be finished as far south as 1st street by Saturday.

Sunday, September 8, 1912

Page 8.

Article about history of closing of William, English, Waterman, and Lewis streets by Santa
Fe Railroad in early 1880s.

14. Photograph of Douglas avenue looking east from west of Main with old timber poles removed (for new “white way”).

B-9. Photograph of wagons lined up (every morning) at City Market on South Water just at north side of Forum.

Wednesday, September 11, 1912

6. City commission and Wichita Business association agreed yesterday to replace “Watch Wichita Win” sign on East Douglas with each to pay half. To be raised on iron poles to conform to the white way system.

Sunday, September 15, 1912

14. Article about dedication of St. Mary’s Cathedral next Thursday.

B-9. Diagram of Main and Douglas corner including street car track pattern.

Tuesday, September 17, 1912

6. Missouri Pacific advertisement shows logo:

9. Wichita’s newest theater, the Empress, opened last evening. It is located on the Samuels block, formerly the famous old Topeka avenue hotel, and of late years’ the Pastime theater. The Empress is the Pastime made over and re-named.

Bishop Tihen arrived yesterday morning for dedication of the cathedral by James Cardinal Gibbons next Thursday. He delivered one of the most impressive addresses ever heard in Wichita on the occasion of the laying of the corner stone of the cathedral, six years ago.

12. Wichita High School opened yesterday with 1045 students. Total for last year was 1015.

<table>
<thead>
<tr>
<th></th>
<th>This year</th>
<th>Last year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Freshmen</td>
<td>440</td>
<td>451</td>
</tr>
<tr>
<td>Sophomore</td>
<td>287</td>
<td>292</td>
</tr>
<tr>
<td>Juniors</td>
<td>182</td>
<td>165</td>
</tr>
<tr>
<td>Seniors</td>
<td>136</td>
<td>107</td>
</tr>
</tbody>
</table>

Wednesday, September 18, 1912

1. Photograph of the new St. Mary’s Cathedral.

Thursday, September 19, 1912

page
2. William street between Main and Market to have a new pavement before the fall festivities. The brick now on the street will be left in place but will be covered with asphalt.

8. Wesleyan hospital will be open for business about October 1. Workmen have remodeled the old Thomas hospital, at Eleventh street and St. Francis avenue. The new hospital will have only 30 rooms for patients, but the officers expect to have completed their proposed $200,000 building within the next three years.

16. Advertisement for Holmes Company clothing store, established ten years ago and moving September 20 to the new Porter Block, 211 East Douglas (proprietor is E. F. Holmes).

Friday, September 20, 1912
1. Article describing dedication of St. Mary’s Cathedral on September 19, 1912 (Thursday). ¶ Page 8 -- continuation of article -- also one about “Bishop J. Henry Tihen conducts first vespers” with photograph of him.

Saturday, September 21, 1912
5. Midland Valley Railroad advertisement. ¶ Train No. 2 leaves 7:00 a.m., arrives Fort Smith 9:57 p.m. ¶ Train No. 3 leaves Ft. Smith 7:00 a.m., arrives Wichita 9:25 p.m.

Sunday, September 22, 1912
13. Moore Brothers foundry on Santa Fe avenue near First street driven out of their present location by proposed track elevation and have sold foundry site there and will build a new plant elsewhere in Wichita.

C. R. Lewis, superintendent of the Wichita Railway and Light company, said that he had 22 extra cars and four trailers in commission since 9:00 a.m. yesterday (Saturday) as a sequence to the two circus game. Each car was packed nearly all day and the lines to and from the circus grounds were kept hot with cars. More cars were run on the Cleveland avenue line to the Ringling circus than to the West Side. Many persons walked to the Sells-Floto shows.

B-16. From Eagle 40 years ago -- September 19, 1922 -- advertisement for The Douglas Avenue House -- : “This is a large three story house just completed and newly furnished throughout. It is the best and most complete house in southwestern Kansas, and the only first class hotel in the town. Stages for all points in southwestern Kansas arrive and depart from this house daily.”

Tuesday, September 24, 1912
5. Present brick paving on William street from Main to the Santa Fe tracks is to be paved over with asphalt at cost not to exceed $1.25 a square yard. The brick paving is sand
filled, and this did not prove successful.

9. The street car company carried approximately 60,000 persons on Saturday, the big circus day.

Wednesday, September 25, 1912
page 8. Lists hotel arrivals at the Coronado, Manhattan, Hamilton, and Eaton hotels.

Friday, September 27, 1912
page 5. Santa Fe Railroad is to spend about $250,000 in moving its switching and storage yards, roundhouse, and light repair shops to a tract of ground of nearly 40 acres, between 25th street and the old Burton Car works plant, now occupied by the American Warehouse company. ¶ The Rock Island recently completed its switching and storage yards north of the city, and the Missouri Pacific occupies 22 acres with tracks for storage and switching, and a roundhouse, at 25th street.

New pavement on South Seneca street across the Wichita and Western tracks is of brick and extends four blocks from Maple to McCormick street. The Wichita and Western tracks have been lowered, but not quite to the old street level, but are about eighteen inches above it with gradual slope of the street on either side.

8. Buffalo Paving Brick company hasn’t been paid for brick placed in South Emporia, North Waco, North Water, and West First streets. Brick furnished by the company on these jobs caused a spirited debate and charges and counter chargers relative to the merits of the brick. City officials threw out thousands of the brick on the ground that they were faulty.

Sunday, September 29, 1912
page 10. Photographer Alden W. Harden has retired.

Tuesday, October 1, 1912
page 6. Midland Valley Railroad built into Wichita almost a year ago. Talk of extending it northwest to Colorado.

Wednesday, October 2, 1912
page 3. Article about Forum annex structure (with drawing) -- discusses possibility of leaving it in place after the exposition is over.


Thursday, October 3, 1912
Wichita has 65 miles of paving, 202 miles of sewers, 425 miles of sidewalk, 200 miles of curbs, 150 miles of guttering, seven miles of canal, ten pile bridges, five steel bridges, fourteen concrete bridges, and two dams.

Brick pavement between Main and Market on 2nd, 3rd, Elm, and Central soon to be paved over with asphalt. Brick on all these streets laid at same time, 1889-90.

Switch thrown at 7:00 p.m. yesterday on 270 magnetite arc lamps constituting the “Great White Way” and 1500 incandescent lamps, strung at the principal street intersections.

Friday, October 4, 1912

New Wichita hospital to be built for approximately $100,000 on ground west of the present Wichita hospital at Seneca and Douglas.

While the street railway company is rebuilding the wye on the West Riverside line, through cars are being run to North Riverside. Some street work is being done in front of the Riverside club, so the street railway is taking advantage of the opportunity to rebuild the wye. Stub cars are being run from Nims and Franklin to West Riverside. The north line has been getting stub service.

Wednesday, October 9, 1912

Seven carloads of cement, sand and rock are being put into the ground daily to build the retaining wall for the elevated tracks the Santa Fe will run its trains over entering and leaving Wichita when the Union station is done. About 150 cars have gone into the wall so far and before the work is done at least 1000 carloads will have been used. The wall is built for 300 feet and for a space much greater the footing is in place on top the piling already completed.

The Midland Valley the end of the week completed its first year’s residence in Wichita.

Thursday, October 10, 1912

A crowd of 2500 people ate barbecued meat and saw the races at the picnic of the fraternal organizations of Wichita in Riverside park yesterday. The time in the half mile harness race, 1:27½, was remarkably good for the sandy tracks.

Friday, October 11, 1912

The new two and a half mile extension of the drainage canal on which the city has been working since spring will be completed some time next week. The dredge is now just north of Harry street. The new canal extension is designed to take the place of the part of Chisholm creek through which the water from the old drainage canal now reaches the
river. Where the old creek has many turns impeding quick drainage and making floods dangerous, the new part of the canal will lead almost straightaway to the river. There will be only two easy turns in its whole course. ¶ The extension will join the old canal at Zimmerly street. When it is completed the total length of the drainage canal will be over seven miles. The new part is 25 feet wide at Zimmerly street and increases in width to 45 feet at the point where it joins the river. ¶ Water will not be turned into the canal extension until the new Harry street bridge is completed. As the engineers are having trouble in laying the concrete, this may not be for some days.

The new school buildings for colored pupils are to be dedicated next Friday night, October 13. The four buildings, L’Ouverture, Douglas (sic,) Seventeenth Street, and Grand, in which nearly 500 negro children study, were constructed as a result of the vote last spring in favor of separate schools for white and black. They were opened for school purposes a month ago. The enrollment to date is: L’Ouverture 311, Douglas 80, Seventeenth Street 30, Grand 20, total 441.

Sunday, October 13, 1912
Granite for the base of the Soldiers and Sailors monument south of the courthouse, was shipped from Vermont last week. The monument arrived last week. The work will probably be completed by the middle of November.

Tuesday, October 15, 1912
Superintendent Lewis of the Wichita Railroad and Light company estimates that 250,000 people rode the cars during the Fall Festivities.

Wednesday, October 16, 1912
Wesley hospital, 1103 North St. Francis, the new infirmary of the Southwestern Methodist conference, was dedicated last night.

Thursday, October 17, 1912
“Car Lines to be Cut at Tracks”

Friday, October 18, 1912
Work on the Hillside paving, from 11th to 17th streets, will begin today. Brick will be used.
6. St. Mary’s lyceum, for public lectures, concerts, etc., will occupy the old Catholic pro cathedral at St. Francis and Second after reconstruction and remodeling.

Sunday, October 20, 1912
page 3
3. Frisco brought 100 laborers from Joplin to help in laying the heavy steel on the road from Augusta into Wichita. They began two miles east of Leon and are now several miles this side of Augusta. With heavy 75 pound steel in place of the present roadbed, the road will be in a position to run heavier trains at faster speed and with greater safety.

6. Article on street paving in Wichita.

Tuesday, October 22, 1912
page 3
3. From Eagle 40 years ago (October 17, 1872):
The county commissioners have procured rooms at the corner of Douglas avenue and Main street for the use of the county officers, which officers took possession last week.
¶ The contractors are laying sidewalk from Main street along Third to Lawrence avenue, and up Lawrence avenue to Fifth street; also along Second street to Emporia avenue, and up Emporia avenue to the school house; also down Main street, on both sides, to English street, and on Douglas avenue, on both sides to the depot, making in all about three miles.

5. Contract for paving of Douglas avenue with brick from Main street to the Santa Fe tracks was let yesterday by the city commission. The street car tracks are already being raised four inches, so laying of new pavement was chosen rather than repairing the old.

Wednesday, October 23, 1912
page 12
12. Advertisement by Wichita Railroad and Light Company:
During the repaving of the tracks on East Douglas avenue, between Main street and the Santa Fe depot, which has been ordered by the city commission, we will be compelled to cut the service on the following lines.: College Hill and West Side; Pattie and Waco; Cleveland and Fairmount. ¶ College Hill, Cleveland, Pattie avenue and Fairmount cars will switch back at Market street. ¶ There will be a street car operated from Main street to Emporia avenue as long as possible.

Thursday, October 24, 1912
page 9
9. Work on the foundation for the sailors and soldiers monument will begin today.

Saturday, October 26, 1912
page 10
10. Deal being arranged for city to vacate streets in area of Santa Fe’s new yard site north of city in return for “Fe giving the city a strip of land parallel to Lawrence avenue to widen it.” Santa Fe wants Topeka, Emporia, and St. Francis avenues vacated north of 25th to
29th street and also cross streets including 23rd, 24th, 26th, 27th, and 29th streets. City is asking Santa Fe to give it 30 feet of land along the right of way north of 21st to 25th street, since Lawrence avenue is now but about 30 feet wide between these two streets.

14. Plan dedication of Sedgwick county Old Soldiers monument, south of court house, on May 1, 1913. It is now under construction and will probably be completed in two months.

Sunday, October 27, 1912

2. Orders to start pouch mail service on Arkansas Valley Interurban from Wichita to Newton received at local post office from post office department at Washington yesterday. Service will commence November 1.

“Place Arc Lights on Trolleys”

11. “City Sues to Extend White Way” (putting pressure on street car company to replace wooden poles on West Douglas).

15. Advertisement by Wichita Railroad and Light Company correcting errors in previous advertisement on October 23, 1912. ¶ First paragraph unchanged. ¶ College Hill, Cleveland, Pattie Avenue and Fairmount cars will switch back at the Santa Fe tracks. West Side and Waco Avenue cars will switch back at Market Street. ¶ Third paragraph unchanged.

17. “Merriman Park Place” on the crest of College Hill to be placed on the market tomorrow -- $225 to $750 per lot (Clifton east one block past Belmont Avenue to “East Street” from Douglas south to Kellogg?). This is the old Country Club grounds. The County Club lease expires in February.

Monday, October 28, 1912

5. Santa Fe track elevation activity became marked yesterday. Four gangs were worked full blast, continuing the building of a retaining wall, digging up sewer mains, excavating for the track bed and laying an additional track to run trains over when others have been taken up. The retaining wall has been completed past Second street and is being pushed south with rapidity. ¶ All is in readiness on the new union station to fill the forms for the basement part of the pillars and the first floor forms with concrete. ¶ Nearly 100 men from Mexico brought in by the Santa Fe to work on its track elevation gangs.

Sunday, November 3, 1912

24. Dedication exercises for the new First Presbyterian church, Lawrence avenue and Elm street, will be held today. Church was completed recently. ¶ Has seating capacity of over 1,200 and cost, including the furnishings, about $160,000. ¶ Article describes the new building and gives history of the church.
** See January 31, 1914 page 2 regarding bridges to Riverside.

**Tuesday, November 5, 1912**

**page 14.** Article about dedication of First Presbyterian Church on Sunday, November 3, 1912. Cost $160,000. Photograph.

**Friday, November 8, 1912**

**page 11.** Article on adoption of plans for new $75,000 Carnegie library with drawing of building.

**Sunday, November 10, 1912**

**page 18.** Old Carleton school to be replaced by new building. Two other new schools to be built in time for opening next fall, Fairmount and College Hill.

**Thursday, November 14, 1912**

**page 9.** Four laborers, two masons, and two helpers, working on the rest room cottage in Riverside park, struck yesterday when J. W. Hare, park superintendent, took charge of the construction of the building from Mrs. Laura Buckwalter. ¶ The four men had been employed by Mrs. Buckwalter upon the structure since work on it was begun in April. The masons are working for $3 a day, the helpers for $2. When the city assumed supervision they demanded $4 and $3. Their request not being granted, they threw down their tools and walked out. ¶ The men, according to Mrs. Buckwalter, said they worked for less than the scale because it was a charitable enterprise, but balked at doing so for the city. ¶ The city had stipulated pay for the labor while Mrs. Buckwalter was to solicit funds for material. The work was to be completed in November, but a 60 day extension had been granted. ¶ Mrs. Buckwalter brought the matter up at the meeting of the commission yesterday. She asked where Commissioner Harts, who was absent, was, and Mayor Minick replied he thought he was out soliciting funds for the rest room. ¶ Mrs. Buckwalter says the city took the work out of her hands because of her protests against being placed in No. 10 sewer district after she had been assessed for a storm water sewer in another district.

12. One of the jobs for which East Douglas avenue has been torn up during the last few days has been completed. The track has all been laid by the street railway company with the exception of the turn at Emporia avenue. The contractors will probably finish laying the bricks today.

**Friday, November 15, 1912**

**page 5.** The rest room in North Riverside park still lacks a roof, and even the makings of a roof. This building has been promoted by Mrs. Laura Buckwalter, who has managed the collection of materials from various donors, and for the assembling of which the city is to
furnish the labor. ¶ Another boost has been given the project by Professor H. Samuels. Mrs. B. announced yesterday that for the week of November 25 to 30, the professor will donate towards a rest room roof the entire proceeds of the Empire theater. ¶ The roof is to be entirely of tile and will cost about $400. ¶ Tickets for the weeks’ performance have been printed and donated by Dee Allen, manager of the Eagle job press.

Tuesday, November 19, 1912

3. Because “Bort” and “Dort” are so near alike in pronunciation and spelling the city of Wichita will have to go to the trouble of adopting a special ordinance. Dort avenue is located in restricted residence district in Riverside, north of the Riverside club. Bort avenue is a new street on College Hill, also a fine residence district. In commission meeting yesterday, Commissioner Roetzel got a motion through instructing the city attorney to prepare an ordinance naming these two streets and the new avenue along the Orient railway from Meridian avenue to Seneca street. Bort avenue likely will retain its name while Dort will be changed to something more restricted.

4. Beginning Thursday morning the street cars, except those on the Riverside and Emporia line, will run through on all lines for the first time since the tracks were torn up on East Douglas several weeks ago. The Mt. Carmel and Fairmount lines will also be connected and will hereafter run as one line. The Fairmount cars will leave the corner of Main and Douglas at fifteen and 45 minutes after the hour instead of on the even hour and half hour as heretofore. Through services on the Riverside-Emporia line will be resumed next Sunday. ¶ The new Mt. Carmel-Fairmount line will be the longest line in the city, being a little more than six miles from one end to the other. It will take an hour and a half for the round trip.

5. Photograph of new Lehmann-Higginson Wholesale Grocer company building at Rock Island avenue and 1st street.

As soon as the Rock Island ticket office is moved into the new Union station, the freight offices will be moved into the old passenger station and a new $80,000 freight warehouse begun. The new Rock Island freight depot when finished will include the remodeled passenger station, in which the offices will be located, and a long warehouse where the United States Express company building and the old freight offices now are.

9. Arkansas Valley Interurban is two years old. In the two years 751,093 passengers carried and cars operated 712,782 miles. Now fifteen cars are in operation with 32 round trips daily of which twelve are between Newton and Halstead. There were eight employees in 1910 and 65 now.

12. Article on losses in operation of Forum building.

Wednesday, November 20, 1912

page
8. Yesterday was Arkansas Valley Interurban’s second birthday. First car ran over track nine miles long on November 19, 1910. Yesterday fifteen cars were in use by the company and there were 34½ miles of track. In the two years the interurban has collected 751,092 fares.

Thursday, November 21, 1912
page 5.

Santa Fe to give Sunday service on Englewood branch beginning December 8 for first time in 20 years. ¶ The road was built in 1887 as the Chicago, Kansas and Western, and it was then planned to extend it west to Trinidad, Colorado. Then it was acquired by the Santa Fe.

Friday, November 22, 1912
page 5.

Article about objections by Wichita architects to the city commission’s choice of plan for the new city library.

10. Wichita 40 years ago -- Eagle of November 14, 1872: Something over 125,000 head of Texas cattle have been shipped and driven from this point during the summer.

Saturday, November 23, 1912
page 3.

Wichita store of F. W. Woolworth corporation opened yesterday at 205-07 East Douglas.

12. YWCA will raise money to build new building.

Sunday, November 24, 1912
page 3.

Drawing of plans for new Wichita Country club, under construction now.

Wednesday, November 27, 1912
page 5.

Work at grading for the temporary track north of Douglas avenue, over which Santa Fe trains are to be run while the elevated tracks are being laid, was finished yesterday, and the track gang has started to lay rails. It will be only a few days before the new track will be in use.

Saturday, November 30, 1912
page 12.

Work of construction of the new Santa Fe yards in the north end of the city may not be started until spring.

Tuesday, December 3, 1912
page 2.

A hot discussion of the proposed extension of the Emporia avenue car line is expected
tonight at a meeting of the South End Round Table. It is said that Commissioner Robert Campbell has a petition with 1000 names, asking the extension.

Wednesday, December 4, 1912
page 7. Discussion of extension of the Emporia avenue car line south two or perhaps three blocks at South End Route Table meeting last night.

Thursday, December 5, 1912
page 5. After a score years of service, the Santa Fe freight house, a landmark in the Wichita yards, is to be torn down to make way for the elevated tracks. A gang of men began yesterday to tear away the wooden platform on the side of the warehouse. ¶ It is intended to have the old freight house entirely out of the way before the winter is over, but the razing is to be done piecemeal. When the platform is cleared away workmen will begin on the warehouse. This will not be immediately however, because the Wichita Union Terminal Railway company, which has offices in the building, has stored in the warehouse sacks of cement to be used in the construction of the depot and elevation. ¶ The north portion of the building with the offices will remain until spring, when it will be necessary to destroy that also to complete the grading of the elevation site.

9. Officials of Western Railway and Light company, owners of Wichita Railway company (sic) in Wichita yesterday to inspect the car lines and shops. Included H. E. Chubbuck, vice-president and manager of the company; E. A. McNutt, Montreal, and J. E. Oldham, Boston, stockholders; Ralph Carley, Peoria, Illinois, operating engineer; and A. M. Patten, manager of the Wichita Railroad and Light company. They came from Topeka.

Friday, December 6, 1912
page 14. Public drinking fountains for horses will be closed in Wichita. The city commission ordered this yesterday because of the prevalence of glanders among horses and in belief that closing them will check the disease.

Saturday, December 7, 1912
page 6. Missouri Pacific will build a repair shed and three additional repair tracks at 25th street, so that repair work on cars can be carried out more extensively during the winter months. This results from their good experience during the summer in converting stock cars into salt cars, so that they wish to extend the work into the cold winter months. The shed will be 400 feet long by 80 feet wide and with the new tracks will cost $5000.

Wednesday, December 11, 1912
page 5. Archway located at east end of Murdock avenue bridge is reported in poor or unsafe condition, and commission has instructed Fire Marshal Walden to inspect it and if it is
dangerous to tear it down. This arch at east entrance of Central Riverside park may look strong and substantial, but it is only a brick veneer, a mere shell of an affair, although it has done many years of fine service. At one time it was an entrance to a carnival ground in Wichita at the beginning of the twentieth century.

**Thursday, December 12, 1912**

2. Snow will be cleared from the tracks of the Arkansas Valley Interurban Railway by a snow plow for the first time this winter. Last winter snow was cleared from the tracks by hand shovels. A steel shovel was fixed to the work car in the Wichita repair shop yesterday.

5. Note saying the Wichita Railroad and Light company has refused to extend the car line on South Emporia avenue.

6 & 7. Double page prospectus for proposed new Travelers hotel (drawing resembles Lassen hotel).

7. Riverside street car No. 174 received a bullet hole through the roof over the back vestibule the other night.

**Friday, December 13, 1912**

5. Last of the old 56 pound rails on the Frisco were replaced four miles east of Wichita on December 11, so the whole 505 mile line between here and St. Louis is now laid with heavy steel rails varying from 70 to 90 pounds, allowing the new heavy freight locomotives to make regular trips over the line.

**Saturday, December 14, 1912**

5. E. J. Ohmer, who has leased and managed the Manhattan hotel for the past ten years, will not renew his lease when it expires after December 31st.

**Sunday, December 15, 1912**

B-4. Mrs. Laura Buckwalter, who is general manager of the construction work on the North Riverside restroom, lost another helper yesterday. City prisoners are being used to help Mrs. Buckwalter complete the structure in the park. Mrs. Buckwalter and her men were putting on the roof yesterday. She didn’t hesitate about climbing a ladder and giving orders from the roof, but while she was doing this and while Chris Spillman, guard, wasn’t looking, James Clyde, who was sentenced to ten days for drinking, took French leave. He is going yet.

Wednesday, December 18, 1912
page
1. Schematic drawing of planned new Kellogg street viaduct.

Thursday, December 19, 1912
page
8. Board of education last night let contracts for new College Hill school for $41,050 plus about $8000 for plumbing and heating, and for Fairmount school for $24,000 plus $7000 for plumbing and heating.

Tuesday, December 24, 1912
page
8. Two new sand pumps operated by large electric motors ordered by Kansas Construction Company to supply sand for fill for new union depot track elevation. Two 150 h.p. motors and two ten inch sand pumps to be installed on sand boats in the river by February 1st. Sand previously drawn from river by steam pumps and by motor pumps from 35 to 50 h.p. and none with larger than eight inch pumps. The two new ten inch pumps will throw an average of 110 to 120 yards of sand an hour and will use $5000 to $6000 of electricity in a year.

Wichita Railroad and Light Company giving 138 sugar cured hams and pails of lard for Christmas -- one of each to each married man in employ of company. They arrived yesterday and were stacked in back of building on South Main Street occupied by the street car company.

14. Article referring to old suspension bridge built by a Kentucky bridge company in 1868, formerly over Little Arkansas, then over Chisholm creek, now just east of the new bridge on North Lawrence avenue road, and to be moved to location south of Derby over Spring creek. It is 70 foot single suspension span.

Wednesday, December 25, 1912
page
1. Photograph of construction progress on track elevation -- $2,500,000 project.

5. Emergency electrical power station at Newton now ready to use in emergency. Started last June and will be completed March 1st. Capacity is 1000 h.p. Capacity of Wichita power plant is 12,000 h.p.

Saturday, December 28, 1912
page
5. Orient Railroad has been in hands of receivers since March 8 this year.

Sunday, December 29, 1912
page
9. Wichita has 2500 wooden poles along city streets, owned by the street car company, and
about 200 iron poles used by the street car company.

10. Forms for the roof of the main building of the new Union station were being erected Saturday and pouring of concrete for the pillars will probably begin Monday. The old freight building is about torn down and bids on the old passenger depot, express office, and telegraph office buildings will be asked for at once.

16. Renovated Empress theater to reopen on December 30, 1912.

Wichita High School class of 1909 had 75 members when graduated.

24. Street car fare five cents or book of 24 tickets for $1.00.

Thursday, January 2, 1913

5. After a long and at time bitter controversy, the paving of the storm water sewer pavement on East Third Street is now underway.

Colonel William Mathewson lives at 1047 North Market Street. Says Ackerman Island did not appear until the early 70s, at first just as a sandbar. When irrigation ditches in western Kansas and eastern Colorado were opened, the water in the river went down and the island grew bigger.