

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

TIHEN NOTES FROM 1914 WICHITA EAGLE

Wichita Eagle

Friday, January 2, 1914

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2. An X-ray of larger and more efficient type is being installed at St. Francis hospital, reports Dr. Martin Hagan. With it, it will be possible to stand a man in the rays and watch the action of digestion in the stomach.
5. Advertisement with photograph of the Western Iron and Foundry company building.

Sunday, January 4, 1914

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7. Article describing three new school buildings in Wichita -- Fairmount, Carleton, and College Hill. Photograph of each.

Tuesday, January 6, 1914

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6. Sedgwick county commission is considering whether it can establish a precedent by building a paved roadway at the expense of the county. Twenty-first street is the northern limit of the city for about a half mile east of Market street, and property owners in the city along the south half of the street have agreed to pave their half if the county and property owners on the other side would pave their half. ¶ The county attorney has been asked to find out if the commissioners can legally pave a road. "We have the authority to build a rock road," said Commissioner Bear, "but don't know about pavement. If we are able to pave the street, it will be the first paved county road in the county."

Thursday, January 8, 1914

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2. O. A. Boyle, general manager of the interurban, was in Newton yesterday looking at the new station at that place.

Friday, January 9, 1914

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2. After Mrs. Laura Buckwalter, twice candidate for city commissioner, heard of Mayor

Babb's claim that his administration is an economical one, she decided that she is "from Missouri" and will have to be "shown." She is now engaged in a systematic audit of the city's bookkeeping and is making a list of all amounts paid out by the city for salaries, supplies, and other general fund expenses in order to have accurate information when she is called upon to make addresses.

7. Advertisement with photograph of The Peoples Cleaning and Laundry Works.

Sunday, January 11, 1914

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3. Formal opening of the new union station has been postponed until about March 10, instead of the last of January or first of February as previously planned. This is due to a serious delay in getting some of the finishing material.
- B-1. Notes on the new union station. ¶ An average of 220 men have worked on the plant. ¶ The main waiting room is 120 by 65 feet. ¶ The Santa Fe has been running its passenger trains over the elevation since October 15. ¶ The entire length of the elevation is one and a fourth miles with maximum grade of 0.6%. ¶ The exterior of the station is finished with Turkey creek stone from Pueblo, and terra cotta. The interior is finished in terra cotta, and the floors are marble. ¶ There will be five passenger tracks for branch line trains and three spur tracks, in addition to a double track freight and main line. At one place there will be ten tracks on the elevation, and there will be seven tracks across Douglas avenue. ¶ The Douglas avenue subway is 114 feet wide and will include a double track street car line, two 29 foot driveways, and two thirteen and a half foot sidewalks. Clearance is thirteen feet over the street car tracks and twelve feet over the driveways. At 1st and 2nd streets there is a 31 foot roadway and two five foot sidewalks, with a twelve foot clearance at 1st street and ten feet at 2nd street. Both streets are depressed two feet.

Wednesday, January 14, 1914

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5. River Boulevard drive, which skirts the west bank of the Arkansas river for more than one and a half miles, will be ready for use of the public in the spring, says Bert Wells, city engineer. The boulevard runs along the river from Harry street to Seneca. Nearly one half of the drive has been filled in with paving excavations and dirt at little expense to taxpayers. Work of clearing out stumps and leveling down sand hills will be performed during the winter months.
6. Article about the advanced new X-ray machine at St. Francis hospital, which was tried out yesterday. By placing bismuth in the food, the entire process of digestion can be watched.

Saturday, January 17, 1914

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5. Thirteen "home industry" bakeries in Wichita have organized to fight for their share of the business in competition with the new Campbell Bread company's plant on North Emporia. These include the Ayre bakery, Butler's bakery, Bone's bakery (two), Hammond's bakery,

Messerve's bakery, Peerless Baking company, Sommer's bakery, Snider's bakery, Superior bakery, Vienna bakery, West Side bakery, and Wichita Baking company.

10. The Kansas Gas and Electric company will soon begin to string electric wires to the farms at Heller's grove. Poles for the line are now being hauled. A \$6000 appropriation has been made by the company for construction of the line.

Wednesday, January 21, 1914

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2. Advertisement with photograph of new Lehmann-Higginson Grocer Company on East 1st with freight car along west side of building.

Thursday, January 22, 1914

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6. Contract let yesterday by the Wichita Flour Milling company for a new 1000 barrel flour mill to be erected just north of the Nerling elevator, facing on 17th street between the Rock Island and Santa Fe tracks. The mill building proper will be 100 by 36 feet and five stories high. A connecting warehouse will be 90 by 36 feet and two stories high. The building will cost about \$60,000 and the machinery \$40,000 to \$50,000. Work will start Monday, and completion is scheduled for June 25. ¶ The company has purchased the Nerling elevator, which will be used for storage.

Friday, January 23, 1914

page

2. The six signal bridges to be used on the elevated tracks will all be in place by tomorrow night. One is at Central avenue, another just below Kellogg, and there will be four farther down the yards each way from these. ¶ The last of the sand to be used in the fill is being hauled now, and the fill will soon be blanketed with dirt taken from the Frisco right-of-way east of the city. On this a mixture of alfalfa and Bermuda grass will be planted to prevent erosion. The dirt blanket will be about two feet deep.

Tuesday, January 27, 1914

page

6. The foundation of the new Wichita hospital building is now ready for the walls to be started. The five story building will be 40 by 118 feet. ¶ During the past year 1086 patients were cared for at the hospital. The training school was enlarged and now has 28 nurses and four probationers. A valuable addition, in the shape of a fluoroscopic screen, has been made to the X-ray department, which has been made to the X-ray department, which has been in operation about one year.

Wednesday, January 28, 1914

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6. A site at 140 North Topeka with 50 foot frontage and extending east to the alley, has been purchased by the YWCA from James Allison for \$9000. It is 50 feet north of the Salvation Army barracks. A three story building is to be erected on the lots.

10. Advertisement with photograph of the Wichita Acetylene Manufacturing company building.

Thursday, January 29, 1914

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8. Advertisement with photograph of the Kansas Milling company buildings.

Saturday, January 31, 1914

page

2. The steel doors of the Orient freight depot were painted yesterday, a dark red color.

Property owners in Riverside are agitating the opening of Nims avenue from Murdock avenue to Central avenue, and this brings up the question of rebuilding the Woodman bridge over the Little Arkansas river. ¶ To extend Nims avenue straight through to Central shows that it would cross the Little Arkansas river east of the street car bridge and but a short distance west of the north end of Woodman bridge. It is favored rebuilding Woodman bridge and swinging the north end further west, making only a slight jog from the street to the bridge. ¶ The commissioners are divided between building a pile bridge or a permanent bridge. City engineer Wells estimates the cost of a pile bridge to replace Woodman bridge at \$2500, and a reinforced concrete bridge at \$12,000.

Sunday, February 1, 1914

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10. The new telephone directories, printed by the Wichita Eagle Press, are being distributed to patrons of the Missouri and Kansas Telephone company.
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- B-6. Map with drawing of proposed extensions of the interurban -- to Hutchinson, northeast to Sunnydale, Furley, and Whitewater, and southeast to Mulvane, Belle Plaine, Oxford, and Winfield.

Tuesday, February 3, 1914

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2. Request made to city commission for re-opening of the 11th street bridge. It has been closed all winter.

Wednesday, February 4, 1914

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2. City commission adopted resolution yesterday demanding that the street car company supply the city with a statement of its expenses and earnings during 1910, 1911, 1912, and 1913 and a statement of the cost of the system operated in 1910. Commissioner Murry stated that the company's franchise provides that when the city reached a population of 40,000, this information should be furnished every year.

Friday, February 6, 1914

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7. Advertisement with photograph of The Wichita Wholesale Grocery Company building (four stories). ¶ The present building was erected in 1894.
10. James L. (Bunnie) Mead announces plan to construct a three story building at 412-414 East Douglas to cost about \$25,000. Building will have a front of terra cotta and glazed brick and will extend north to the alley. ¶ The present building at 412 has been occupied by the Rosenbloom Dry Goods company and the building at 414 by the Missildine grocery. These two story buildings will be torn down beginning March 1.

Saturday, February 7, 1914**page**

2. The new depot for the Arkansas Valley Interurban in Newton has been completed and the station moved into this new quarters. The station was formerly in a store building.

Tuesday, February 10, 1914**page**

5. City commission yesterday adopted a resolution declaring it necessary to reconstruct the Woodman bridge and directing the city engineer to prepare plans and estimates.

Friday, February thirteen, 1914**page**

5. The Sedgwick house, on West 3rd street, has purchased a 50 foot lot just south of its building on North Wichita street.

Saturday, February 14, 1914**page**

2. The Missouri Pacific recently purchased 50 Mikado type engines. While none will be put on the Southern Kansas division, about 24 of the better engines from other divisions will be sent to Wichita, making the number kept here seven larger than in the past. About seventeen of the engines now on this division will be sent to others.

Sunday, February 15, 1914**page**

5. Commissioner Murry and city engineer Bert Wells propose the opening of Mead and Mosley avenues from Douglas to Central for vehicle traffic, with an industry track on each side of both streets and a public driveway 25 feet wide between these tracks. ¶ The Frisco on Mosley and the Rock Island on Mead have placed these avenues practically in the possession of the railroads, preventing vehicle traffic. ¶ A switching track would have to be placed on each street in addition to the industry tracks, for use in moving cars to and from the latter.

Friday, February 20, 1914**page**

8. Rock Island engine No. 153 jumped the track yesterday three times.

Sunday, February 22, 1914

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8. The new Dockum-Tilford drug store at 400 East Douglas, corner of Douglas and Topeka, will be opened next Wednesday.

Wednesday, February 25, 1914

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3. All passenger trains on the Missouri Pacific yesterday were double-headed because of the cold and snow.
10. Letter from W. J. Kennedy, of Winfield, who opened the first Santa Fe freight house in Wichita in early May 1872. Describes conditions in the first days.

Thursday, February 26, 1914

page

5. Article reports on opening of new Dockum-Tilford drug store at 400 East Douglas yesterday.

Friday, February 27, 1914

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5. With 75% of the right-of-way for an interurban line between Halstead and Hutchinson secured, the prospects for an electric railroad connection from Wichita to Hutchinson this summer are tip top. ¶ The company has secured the right-of-way between Halstead and Burrton, eleven miles, and about half of the distance between Burrton and Hutchinson. A government is now afoot in Hutchinson to get the city to vote \$30,000 worth of terminal bonds for the railroad.

Tuesday, March 3, 1914

page

1. "Wichita Opens \$2,500,000 Union Station This Week." Some photographs of interior and description. Architect was Louis Curtis, of Kansas City.

Wednesday, March 4, 1914

page

5. Crowded conditions of some of the city schools as well as that of the high school will be relieved if the board of education adopts the plan of an intermediate school, or several of them located in different parts of the city. This plan will be worked out by L. W. Mayberry, superintendent, and I. M. Allen, principal of the high school, and presented to the board at a special meeting to be held within a fortnight.

Thursday, March 5, 1914

page

7. Contract let for a permanent awning around the front of Island park grandstand to shade the boxes all the way around the stand. The work will take about a week.

Friday, March 6, 1914**page**

5. Articles report banquet, to be held at new union station this evening and dedication tomorrow afternoon. ¶ The Rock Island will run a special four car train Saturday afternoon every hour from the old Rock Island depot south of Kellogg and then up on the elevation to the union station, where passengers will have the opportunity to inspect it.

Saturday, March 7, 1914**page**

1. Drawing of new union station, which opens to the public today. Construction started in July 1912.
2. Report of banquet last night celebrating opening of new union station.

Sunday, March 8, 1914**page**

5. Rock Island engine No. 890 was used to haul the special train back and forth to the elevation yesterday. ¶ Official opening on time cards was at 12:01 a.m. today, with northbound Santa Fe passenger train the first arrival at 12:51 a.m.
8. Article gives speech in full of former mayor C. L. Davidson at the union station dedication, describing development of the union station plans.
10. F. W. Hockaday waited at the Union Station ticket window for eight hours 45 minutes yesterday to get the first ticket sold at the new station. He bought a ticket to Kansas City and also the first Pullman ticket sold.

Thirteen private railroad cars were on the sidings of the various roads here Friday night and Saturday for the union station dedication. Five were brought here by the Santa Fe, three by the Rock Island, two by the Orient, two by the Missouri Pacific, and one by the Frisco.

12. Recent count of street traffic passing the corner of East Douglas and Market street in one hour between 2:00 and 3:00 p.m. showed 132 automobiles, 66 motorcycles, 48 bicycles, nine buggies and hacks, 96 horse drawn wagons, and 144 streets cars (?).

Tuesday, March 10, 1914**page**

6. The Rock Island started removing its tracks across Douglas avenue at 11:00 yesterday morning.

Thursday, March 12, 1914**page**

5. Contract has been let for basement story of new \$50,000 Christian Scientist church to be erected in eighth block on North Lawrence. To be 80 by 100 feet.

Friday, March 13, 1914

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9. Article reports patrons of Stock Yards-South Main street car line are demanding better cars and better service on that line, saying that the cars on these runs are the poorest in the city. They ask that the cars formerly used on that run be placed back on it. These cars, they say, are now being used on the College Hill run.

Saturday, March 14, 1914

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5. Article reports the elevated tracks will mean additional expense for the Frisco Railroad , since its round house, yards and storage tracks are located south of Douglas.

Sunday, March 15, 1914

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2. The new Lexington hotel of 21 rooms, finished in white enamel, at 116 South Emporia, opened March 1st.
5. Equipment and lease of the Pacific hotel, opened last July, were sold yesterday to B. E. Shutt and son by F. W. Colegrove.

The equipment and lease of the Hamilton hotel was purchased yesterday by L. O. Gurnee from Mrs. Anna Palm.

The city council of Burrton last week granted the Arkansas Valley Interurban a franchise to go through the town on one of the principal streets.

11. The Board of Education Friday night endorsed the plan to establish intermediate schools in Wichita but took no definite action on the building of such a school.

Wednesday, March 18, 1914

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5. Within a few weeks, the last ten horses now at Central fire station will be disposed of, probably by sale at auction, as they are to be replaced by the new aerial motor truck which has already arrived here and by a new motor hook and ladder truck which is expected to arrive on Saturday. The aerial truck was built by the Seagraves company, of Columbus, Ohio.

Sunday, March 22, 1914

page

5. City commission has ordered the repair of eight of the city's bridges including 18th street for \$395, Maple street for \$378, 13th street for \$395, Central avenue for \$1208, Seneca street for \$528, Murdock avenue for \$1816, 11th street for \$1302, and Washington street across Chisholm creek for \$110.
9. Ground will be broken within a month for a 70 or 75 room annex to St. Francis hospital,

the building to have a frontage of 116 feet on Emporia avenue, extending back as far as the old building. The building will be the fifth addition to St. Francis and will cost \$30,000 or more. The last addition to the hospital was built five years ago.

- B-12. In carrying out his ambition to make Wichita the center of a great interurban system in the southwest, George Theis, Jr. yesterday purchased the interests of Orval A. Boyle in the Interurban Construction company of Wichita, and part of his interests in the Arkansas Valley Interurban railway. By these purchases Mr. Theis secures the control of both the construction company and the railroad. ¶ In disposing of his interests in the construction company, Mr. Boyle resigned from the office of president of that company. He also resigned the office of general manager of the railway and has removed his office from the interurban station at 120 West 1st street to the Boyle Commission company building on Rock island avenue. He stated that he would devote his time in the future to the potato business. ¶ Mr. Boyle was the promoter and builder of the Arkansas Valley Interurban railway. He was its first president, but resigned that office to become president of the construction company. However, he will remain a director in the railway company. ¶ The general managership of the railroad will be consolidated with the office of superintendent, and Charles D. Bell will have charge of both. Mr. Theis will attend to the financial end of the railroad. ¶ Mr. Theis' ambition is to extend the Arkansas Valley Interurban railway to the west, north, and south, and possibly to the east. He plans to extend it from Halstead to Hutchinson, from Newton to McPherson and Salina, and from Wichita to Winfield.

Tuesday, March 24, 1914

page

2. The Yale theater, 506 East Douglas, was purchased yesterday by J. W. Pharo, who plans to remodel it.

Wednesday, March 25, 1914

page

5. The new mill of the Wichita Flour Milling company at 17th and Santa Fe avenue is being delayed by material shortages and may not be ready to make flour until August. Drawing of present state of the building construction.

Contract let yesterday by J. L. (Bunnie) Mead of Chicago for new three story building at 412-414 East Douglas to cost about \$36,000. Work will start at once and be completed by September 1. Building is 50 by 140 feet, with a front of terra cotta. Work of razing the present building on the site will start this week. C. W. Terry is the architect. The front of the building will be similar to that of the building at 506 East Douglas, which was remodeled by Mr. Mead last year.

Thursday, March 26, 1914

page

5. Drawing of new funeral home being built by I. W. Gill in second block on North Emporia at cost of \$50,000. To be ready for occupancy June 1.

Friday, March 27, 1914

page

9. The work of paving the Kellogg street viaduct started yesterday on the west end.

Saturday, March 28, 1914

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5. Article reports the first active work toward drilling for oil or gas in Sedgwick county will start this morning on the county poor farm, south of Wichita. The derrick will be 74 feet high. Cost of the first 1000 feet of the well will be about \$5000, and it will be put down at least 2500 if oil or gas is not found before then. A steam engine, fueled by coal, will furnish power for the drilling.

Sunday, March 29, 1914

page

23. Advertisement with photograph of house at 204 North Rutan.

Tuesday, March 31, 1914

page

2. Drawing of front of building to be built by J. L. (Bunnie) Mead at 412-14 East Douglas.

Wednesday, April 1, 1914

page

5. Advertisement with photograph (or drawing) of The McCormick-Armstrong Press building.

Article says well struck oil in back of Golden Eagle clothing store on East Douglas.

An eighteen foot electric sign is to be erected in front of the Pacific hotel today. In a day or two a canopy will be erected from the doorway over the sidewalk.

Friday, April 3, 1914

page

7. Photograph of crowd in front of Herman-Hess store last Saturday. Front of two buildings is visible (228 East Douglas).

Sunday, April 5, 1914

page

5. Two story frame building on northwest corner of Douglas and Water, built more than 40 years ago, is being razed and will be replaced by a two story building. In the early days it was the "Germania House" hotel. In more recent years it was notorious as a place where liquors were sold and attracted police raids.

During March this year the street car company carried an average of 3200 fewer passengers per day than in March 1913. This was attributed to milder weather, which caused many people to walk to and from their work.

10. Laying of brick pavement on the north side of Douglas between St. Francis and Santa Fe started yesterday. This side has been unpaved since the street was torn up last fall for building of the railroad underpass. Paving also being done on Waterman between Mead and Washington.

Wednesday, April 8, 1914**page**

3. Photograph in advertisement -- shows The Kansas Construction Company loading sand pumped from river on cars for elevated track fill. A car was loaded in seven minutes.

Thursday, April 9, 1914**page**

12. A piece of plaster, probably a yard square, fell from the ceiling of the union station yesterday. Said due to seepage of water, causing the plaster to loosen.

Saturday, April 11, 1914**page**

5. Article reports on visit of Mrs. Laura Buckwalter and Mrs. Luella West to office of Governor George H. Hodges in Topeka yesterday in connection with urging a parole for Frank Sullivan. Mrs. West took some letters from governor's desk and alleges he struck her in trying to get them back.

Sunday, April 12, 1914**page**

5. Article reports local horsemen would like to put in shape the half mile track in South Riverside park to hold a racing meet this or next summer. South Riverside was turned into a playground last summer, but the attendance was smaller than expected.

The Imboden Milling company will replace its present steam power with a 200 h.p. electric motor. The new machinery will be installed in about three weeks.

7. Advertisement offering the Howard Mills Company plant for sale. Photograph.
9. Drawing of corner of Douglas and Topeka (northeast corner buildings) before and after street was repaired. Before views show cobblestone paving of street car tracks.
- B-1. Article of reminiscences by William R. Brown, who was a judge and held his first court in Wichita in 1870 in a livery stable which had never been occupied. Tells how he proposed building the railroad from Newton down Sand creek to Sedgwick and then to Wichita, instead of from Walton as first proposed by Santa Fe superintendent, T. J. Peters.
- B-3. Advertisement with photograph of new Wichita Fire Proof Storage company building just opened on North Rock Island and Frisco track (124-126 North Rock Island Avenue).

Tuesday, April 14, 1914

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12. North Riverside street car service will be interrupted, probably beginning tomorrow, while repairs are made to the bridge between Central and North Riverside parks. It will probably take about twelve days to repair the bridge. Stub service will be maintained north of the bridge.

Thursday, April 16, 1914

page

5. Article reports the building and stock of the Cox-Blodgett Dry Goods company, 225 South Market, will be sold at auction today.

Friday, April 17, 1914

page

5. The Cox-Blodgett Dry Goods company was purchased yesterday for \$55,500 by Joseph M. Schaap, of the New York jobbing house of A. Schaap and sons, who will resume the business.
6. The old S. H. Kress company store at 123 East Douglas, established in 1894, will close after next Thursday night, and the new Kress store at Douglas and Lawrence will take care of the business of the older store.

Saturday, April 18, 1914

page

5. A severe storm or small tornado wrecked the chimney and damaged the roof of the Riverside club last night.

Lightning struck the tall smoke stack of the old power house of the gas company, corner 1st street and Waco, last night. It ran down through the boiler and knocked many bricks off. The old power plant is used by the gas company as a garage.
10. Petitions being circulated objecting to proposal to abolish the children's playgrounds in South Riverside park and use it only as a race track.

Sunday, April 19, 1914

page

5. The last of three new pieces of motor fire equipment for the central station arrived yesterday and the use of horse drawn equipment was made a thing of the past. Eight of the fire horses have been sold and the remaining one is for sale. The eight horses brought \$610. The oldest one, "Old Doc," 22 years old, sold for \$30.

Tuesday, April 21, 1914

page

5. Article begins, "Shall the city of Wichita construct a pipe line to the Augusta fields for the purpose of getting a grip on a commercial gas supply available to factories?"

6. Construction has started on the St. Paul's African Methodist Episcopal church, corner of Elm and Water streets. Drawing. Building designed by S. S. Voight, and is to cost \$10,000, of which \$4000 is now subscribed. The basement will be built and services held in it until the rest of the money is raised.

Wednesday, April 22, 1914

page

5. Advertisement with photograph of Arnold Automobile Company.

The Walnut Grove Amusement association is being organized to improve the facilities at Walnut Grove park and operate it as a summer amusement park. Details.

Saturday, April 25, 1914

page

6. The new College Hill school at 1st and Clifton was dedicated last night. It has been occupied for several months, but the building was only recently completed. The total cost is \$45,000.

Monday, April 27, 1914

page

3. Advertisement for sale of lots in new Overlook Addition, between Central and Murdock from Bluff to Broadview.

Friday, May 1, 1914

page

9. An engine of the Santa Fe's new 3500 class was in Wichita yesterday. An unusual feature is the mounting of the headlight in front of the smoke chamber instead of on top near the smokestack.

Sunday, May 3, 1914

page

- B-1. A number of houses are appearing on an exclusive College Hill residential section on land which one year ago was part of the J. F. Rogers farm, two blocks east of the end of the College Hill street car line. Houses new or under construction include those of H. J. Hagny, H. V. Wheeler, and Henry Lassen.

Thursday, May 7, 1914

page

2. The corner stone was laid yesterday for new Christian Scientist church on North Lawrence avenue.

The Murdock avenue bridge is open to traffic again after being closed for two weeks for repairs. It has been treated to a wood block pavement for a floor.

Sunday, May 10, 1914

page

5. Rock Island engine No. 174 and a Missouri Pacific engine collided at the roads' crossing in North Wichita yesterday.

Wednesday, May 20, 1914

page

9. The viaduct over the elevated tracks at Kellogg street will be open within a week. ¶ In another month the interlocking signal system will be in operation in the south as well as the north yards. The north half of the elevation was finished first because it is used more than the southern end. When the system is completed, every switch will be thrown by electricity. The control of the switches will be vested in two tower men, one north and the other south of the station.

Thursday, May 21, 1914

page

2. Settling of the sand fill of the elevation has been very noticeable over the site of the old Santa Fe station, and one track has had to be raised at least twice recently. ¶ In about a year the sand will have settled sufficiently to put in the train sheds which have been planned. These will cost approximately \$12,000. When the sheds are built, permanent concrete platforms will be laid.

Friday, May 22, 1914

page

5. The Union State bank will move from the Sedgwick block, Market and 1st streets, to the corner room in the Barnes block, Lawrence and Douglas avenues, by September 1. The room is now occupied by M. O. Stanley's jewelry store, and will be remodeled during the summer.

Sunday, May 24, 1914

page

2. Because the street car company ignored the city's request that it file with the city a statement of its earnings and expenses, the city commission Thursday ordered a mandamus suit to be brought to compel the company to do so.
3. Article gives list of major new buildings completed this year or under construction in Wichita.
17. Article states that 38 steam and seventeen electric passenger trains leave Wichita daily and an average of 50 freight trains leave Wichita daily with over 100 freight cars loaded here each business day.

Special Section -- Big Wheat Crop Booster Edition -- 16 pages. Wheat crop booster section with some special articles and photographs including large photograph of nearly completed new Wichita Flour Milling company building on page 9.

Tuesday, May 26, 1914**page**

5. A. M. Patten, general manager for the McKinley street car systems in Kansas was in Wichita yesterday and stated that with a good wheat crop and good street car patronage, the company in the autumn might extend the South Emporia street car line and possibly build an extension to serve the Orient shops. ¶ It is impossible to as when the car company will build barns at its Waco avenue and 1st street site, he says.
8. Arkansas Valley Interurban advertisement announces new schedule in effect today. Cars now leave the station at 1st and Water street every hour on the hour for Newton (except first car at 5:30 a.m. and last car at 11:25 p.m.), and every odd hour for Halstead. All cars commencing at 9:00 a.m. connect at the Walnut Grove station with a car going into Walnut Grove Park. On Thursday evening there is half hour service to Walnut Grove park commencing at 6:00 p.m. for band concert and other features.

Thursday, May 28, 1914**page**

6. The city of Wichita went ahead yesterday and filed suit in district court to compel the Wichita Railroad and Light company to file a report with the city of its cost in 1910 and earnings since then.

Sunday, May 31, 1914**page**

14. Article about the growth of Mount Carmel academy.

Tuesday, June 2, 1914**page**

5. Citizens of South End fear that the mandamus action to compel immediate release of earnings and valuation report of Wichita Railroad and Light company may have upset plans for extension of the South Emporia street car line this year. If the mandamus suit (filed by city commission) can be continued for 60 days, the street car company has promised to make the extension of two or three blocks.

Lightning yesterday afternoon burned the motors out of five street cars. Two College Hill, two Cleveland avenue, and one Fairmount street cars were put out of commission when lightning got into the motors and burned coils.

Wednesday, June 3, 1914**page**

5. Article about mandamus suit filed by James Murry, Commissioner of the public improvements, against the street car company. ¶ Chapter 499, Ordinance 2021, enacted in 1903, provides that the company shall "Within 30 days after the city shall have a population of 40,000 as shown by the U.S. census, file with the city clerk, a detailed statement of the costs of the system of street railway operated at that time in such city, properly verified and shall once each year thereafter fill a detailed statement properly

verified showing the operating expenses and earning of said system.” ¶ Since this has not been done, he claims the city is now in possession of power to terminate the franchise.

Thursday, June 4, 1914

page

5. Wichita assessors have reported a population of 57,945 in this city compared with 57,115 last year. The population by wards is:

First ward	-	11,360
Second ward	-	11,958
Third ward	-	8992
Fourth ward	-	11,131
Fifth ward	-	5893
Sixth ward	-	8609.

12. Article giving street car company's reply to the writ of mandamus filed recently by the city.

List of tax valuations in Sedgwick county of major companies. Includes:

Santa Fe railway	--	Oklahoma main line	\$2,169,000
		Wichita and Western	\$964,000
		Englewood branch	\$989,000
		Augusta branch	\$358,000
Frisco	--	Main line east	\$430,000
		Kansas Midland branch	\$767,000
Missouri Pacific	--	Kiowa branch	\$463,000
		Wichita branch east	\$707,000
		Geneseo branch	\$857,000
Rock Island	--		\$1,769,000
Midland Valley	--		\$218,000
Orient	--		\$762,000
Union Terminal Company	--		\$1,095,000
Interurban	--		\$329,000
Wichita Street Railway Company	--		\$1,501,000
Wichita Natural Gas Company	--		\$311,000
Bell Telephone Company	--		\$541,000.

Saturday, June 6, 1914

page

5. Arthur M. Ford asks city committee for the privilege of exhibiting free moving pictures in Central Riverside park each evening this summer except Sundays. Slides with advertisements of local business institutions will also be shown.

Tuesday, June 9, 1914

page

3. Work on train sheds, long assured for the Union Station, may be begun this summer. The sheds have not been constructed because the sand filing was to be allowed one year in

which to become permanently settled. Permanent concrete platforms will be built at the time the sheds are put up. These sheds will cost in the neighborhood of \$12,000. The last load of sand to be used was dumped October 15, 1913, almost eight months ago and is now believed to have settled sufficiently.

9. Article on floating laborers and drifters in town and bound for the harvest fields. For this work they expect to receive not less than \$3.00 per day. ¶ "Lulled into a somnolent attitude by the roar of a city's traffic, nodding and occasionally moving from one place to another or shifting position on the hard concrete benches, men of the floating labor class sit all day long in the cool shade of the subway on East Douglas avenue. These men come from all parts of the country, from Chicago, St. Louis, Kansas City, but in the most part from northern Missouri and Illinois.
12. Article reporting on laying of corner stone of the new African Methodist Episcopal church at Elm and Water streets on Sunday, June 7.

Friday, June 12, 1914

page

2. Assessors report Sedgwick County population of 78,808 compared with 77,715 one year ago. Corrected city population of Wichita is 59,716 compared with 58,399 last year.

Settlement reached of Charles Payne's suit against Midland Valley Railroad for his land on West Side appropriated by the railroad for yards and trackage. He was awarded \$10,000 by the board of appraisers but appealed to the district court and a jury has awarded him \$15,000. He is owner of Payne's park in West Wichita.

Raids on a rooming house on Tremont street were made last night.

Saturday, June 13, 1914

page

5. Article reporting sale of Union State bank (apparently predecessor of Union National bank). It is now located at 1st and Market streets, but will be moved to the corner rooms in the Barnes building.

Sunday, June 14, 1914

page

10. Six hundred harvest hands in search of employment in Kansas wheat fields arrived in six extra coaches attached to the Frisco train arriving in Wichita yesterday morning.

Saturday, June 20, 1914

page

5. Oil burning engines are again being used on the Santa Fe, two of them going through here yesterday. Oil for fuel can be used only when the railroad gets long time contracts for it, and these contracts have been landed by the Santa Fe. No smoke, no cinders, better steaming, and economy are the main advantages of the liquid fuel. The flues must be

blown out with sand, however, to remove the soot that quickly accumulates there.

Sunday, June 21, 1914**page**

10. Wichita made-over street cars are to be put out by the local shops of the Wichita Railroad and Light company. Several of the old "goat" cars are being torn down and rebuilt in a fashion after the "safety first" cars run on the Riverside-Emporia line. To get the cars built right, J. M. Rosenbury of Peoria, Illinois, superintendent of motive power of the McKinley syndicate, is in the city helping local mechanics.

Thursday, June 25, 1914**page**

5. The Howard mill on West Douglas avenue was sold yesterday by the founder, J. E. Howard, to N. M. Viln, who will continue to operate it under the name of The Howard Mills company. ¶ The mill had its beginning in 1896 at Murdock avenue and the Santa Fe railway tracks, with initial capacity of 75 barrels per day. The present building at Douglas and Waco was erected in 1900 and now has an output of 260 barrels per day.

Friday, June 26, 1914**page**

5. When the new crop of wheat reaches five of Wichita's large mills it will be ground into flour by electric power instead of steam power as used in the past. The Kansas Gas and Electric company has recently installed a 400 h.p. motor at the new Wichita Flour Mill company plant, a 200 h.p. motor at the Imboden mill, a 150 h.p. motor at the Howard mill, a 400 h.p. motor at the Red Star mill, and a 300 (?) h.p. motor at the Otto Weiss Alfalfa mill.

Wednesday, July 1, 1914**page**

2. The secretary of state, who issues auto licenses, reports that there are 2314 machines registered in Sedgwick county.

Thursday, July 2, 1914**page**

2. Article reports teachers assignments for coming year. Riverside school has four teachers -- one for 1-2 grade, 3-4, 5-6, and 7-8.
5. On August 4 the voters will decide whether to spend \$15,000 for a concrete bridge between Central and South Riverside parks at the site of the old Woodman bridge.

Friday, July 3, 1914**page**

5. In preparation for a big business July 4 and 5, the Arkansas Valley Interurban company has secured the use of the two old trailers belonging to the street car company. These trailers are now being put into condition for service in hauling passenger to Walnut Grove park.

12. Rock Island is re-working and ballasting its roadbed between Wichita and Herington.

Saturday, July 4, 1914

page

8. Wichita Railroad and Light company will operate 50 cars today instead of its normal 32 cars in order to handle the expected heavy business. Most of the extra cars will be on Riverside, Wonderland, and Pattie lines.

Sunday, July 5, 1914

page

11. Article giving history of Northern building at 2nd and Main, which has been rebuilt and remodeled and modernized from the former Fletcher block, the first five story brick building in Wichita, built by William Fletcher in 1887. L. W. Clapp bought it in 1905, and built an addition on lots to the north, increasing its size from a 50 foot frontage to 75 feet.
19. Heavy street car traffic last evening for a while required twelve cars to haul passengers from Main and Douglas to Wonderland park.

Tuesday, July 7, 1914

page

1. Orient Railroad was sold at auction yesterday at Sedgwick County Court House for \$6,000,000 to remove it from the receivership it has been in since March 7, 1912. The material property includes 75 engines, 2800 cars, 740 miles of track in the U.S. and an indeterminate amount of track and right of way in Mexico. Application for a charter for the reorganized railway was made in Topeka.

Wednesday, July 8, 1914

page

10. Contracts let yesterday for furniture and fixtures for the city's new Carnegie library at a cost of about \$8000. The library will be completed about October 1.

Thursday, July 9, 1914

page

10. A lighting system for the tracks similar to that at the union station is to be installed at the Missouri Pacific station. Hitherto passengers were forced to find their way by means of light from the coaches.

Sunday, July 12, 1914

page

5. Wichita Manual Training Association building at 21st and Topeka avenue is nearly completed after five years under construction, largely the effort of one man, Rev. G. A. King, 1437 Cleveland avenue, judge of the small debtors court, who solicited the funds and worked on the building as a carpenter. The gymnasium is 128 feet long and 54 feet wide. Formal dedication is planned on Thursday, July 30.

Eleventh street bridge was opened to traffic yesterday after being out of use for more than a year, after having been condemned as unsafe and closed shortly after Woodman bridge broke down with a team and wagon. Three times the voters turned down propositions to build a permanent concrete structure, so the bridge has been rebuilt with red cedar piling and heavy stringers. The driveway has been raised to meet the pavement. Pavement extends west from the bridge through an addition to the 13th street bridge over the Arkansas river, and this route allows farmers coming in from the northwest to dodge the dirt road on 13th street between Waco and the Big River bridge.

Wednesday, July 15, 1914

page

2. Wichita Railroad and Light company advertisement with drawing of street car.

10. Statistics from county clerk:
Sedgwick County

	<u>Property Valuation</u> (full value)	<u>Spent on street paving</u> (Wichita)
1908	\$85,633,000	\$38,351
1909	\$87,914,000	\$68,599
1910	\$108,814,000	\$178,646
1911	\$111,898,000	\$317,952
1912	\$114,202,000	\$336,022
1913	\$115,914,000	\$335,779.

Saturday, July 18, 1914

page

6. Affairs of Walnut Grove Amusement company, a corporation organized to handle Walnut Grove park, on the interurban north of the city, are in the hands of creditors. Debts are about \$3000 with practically no assets.

Sunday, July 19, 1914

page

5. The old Mentholatum building in 1200 block on East Douglas was bought yesterday from James Grady by O. P. Shearer, an officer of a hail insurance company. Mr. Grady had bought the property from A. A. Hyde five years ago for \$14,000, and the sale yesterday was for \$16,000. The building is 50 feet wide, 120 feet long, and three stories high. It contains three store rooms on the first floor and 22 living rooms on the upper floors.

Friday, July 24, 1914

page

6. Article saying Wichita Railroad and Light company has offered to provide a report of its earnings in 1911 as well as 1912 and 1913, but says it is not required to provide report for 1910 because the U.S. census showing population greater than 40,000 was not published until 1911.

Saturday, July 25, 1914

page

6. Wichita's newest motion picture theater, "The Holland," will open Monday at 118 East Douglas, according to the owner, J. G. Holland.

Sunday, July 26, 1914

page

11. Charles R. Lewis, superintendent of the Wichita Railroad and Light company yesterday filed with the city clerk the statement requested by the city commission, for the years ending April 1, 1911, 1912, 1913, and 1914. ¶ The street car franchise provides that the company shall pay into the city treasury ten percent of its net earnings over ten percent earnings on its investment each year after Wichita attained a population of 40,000.

	<u>Investment</u>	<u>Net Earnings</u>	<u>City Claims</u>
1911	\$1,681,508	\$218,564	\$5041
1912	\$1,793,948	\$212,037	\$3264
1913	\$1,869,811	\$187,356	\$37
1914	\$1,868,812	\$152,985	0

Thursday, July 30, 1914

page

5. The old Toler auditorium was sold at auction on the courthouse steps yesterday for \$11,513. The auditorium, for years the largest in Wichita, was built in the early days and later sold to the late Colonel H. G. Toler. It was the center of Wichita's theatrical world for many seasons, and until the Forum was built, the Wichita High School and other educational institutions used it for their graduation exercises. It is located at 1st street and St. Francis avenue. The previous principal owners were E. C. Toler of Sharon and Mrs. Sallie Toler of Wichita. The company which bought it will probably sell it as soon as possible.

Sunday, August 2, 1914

page

24. Oscar S. Shirk, real estate dealer, yesterday bought a half interest in the Eaton Hotel from Ben L. Eaton for \$100,000. Mr. Shirk offered \$220,000 for the entire property, but Mr. Eaton declined to sell his entire interest but then agreed to sell the half interest for \$100,000. ¶ The five story building facing 125 feet on Douglas avenue and 130 feet on South St. Francis avenue was purchased in 1900 by Mr. Eaton for \$63,000. Since then he has made improvements at a cost of \$55,000. The furnishings in the building are the property of the Humphrey's Hotel company, which has a lease that does not terminate for sixteen years.

The Star theater, in the building owned by Judge C. V. Ferguson, is to be remodeled for \$10,000 to make it the first moving picture house in Wichita. When completed the theater will have 700 seats.

Saturday, August 8, 1914

page

6. Wichita voters yesterday authorized the sale of \$15,000 in bonds for a new concrete bridge

across the Little Arkansas river between Central and South Riverside parks on the site of the old Woodman bridge. The vote was 3064 for and 2190 against the bonds.

Friday, August 21, 1914**page**

12. Because of the high interest which must be paid on the money invested in the Union Station and elevated tracks, some local railroad men believe the Orient Railroad may desire to withdraw from the Wichita Union Terminal railway. If so, the trains might enter the old Frisco depot, which now stands idle, or they might share the new Midland Valley station in West Wichita.

Tuesday, August 25, 1914**page**

10. The fire department's aerial motor truck was used at one o'clock this morning to take down the "Watch Wichita Win" sign across Douglas avenue at St. Francis. The sign has been there since Mayor C. L. Davidson's administration. For a year it has been dark because the city and Business association didn't think it paid to keep it illuminated.

The Union State bank yesterday opened in their new quarters in the corner room of the Barnes block. They were previously located in the Sedgwick building.

Sunday, September 6, 1914**page**

2. Seventy-five feet of ground at corner of 11th street and Carlos avenue has been purchased for \$1500 from Mrs. Melvina Wilson of 1131 Carlos by G. W. Espey, a retired farmer and grocer from Capron, Oklahoma, who plans the erection of a nine room residence on the lots and will move to Wichita.
11. Article about the Wichita Natural Gas company and its field about sixteen miles south and east of Wichita.

Friday, September 11, 1914**page**

2. Better service for Newton and Halstead is the reason for a new schedule which is being prepared by Charles D. Bell, superintendent of the Arkansas Valley Interurban railway company. ¶ A city car, running to Bethel college, will be put on in Newton. By arranging for a car to run from Halstead to Van Arsdale and return, service to Halstead will be increased from one train in two hours to several cars an hour.

Saturday, September 12, 1914**page**

2. A large 40 foot high electric sign will be added to the front of the Greenfield Brothers store on East Douglas, and an even larger 64 foot high sign will be placed in front of the McVicar-Howard-Millhaubt company. Contracts for the signs were placed yesterday.

Article on large signs being erected on East Douglas by Greenfield Brothers and McVicar-Howard-Millhaubt company.

5. A new barn is to be built by O. C. Daisy at Waterman and Wichita to replace the one which burned on July 21. It will be of brick, two stories, 50 feet by 80 feet. ¶ Article gives history of the Daisy barns, which have been present in Wichita for 40 years at various locations.

Sunday, September 13, 1914

page

9. Article describing the new automatic interlocking signal system controlling the switches on the elevated tracks from two towers located near Central avenue and Gilbert street.

Wednesday, September 16, 1914

page

5. New \$10,000 building for Wichita Implement and Transfer company will be started October 1 at 130-132 North St. Francis. Building will be of brick, two stories, 50 feet by 140 feet, and located near the 30 foot alley south of the C. E. Potts Drug company. Completion is expected around January 1.
8. The room occupied by the Star theater at 221 East Douglas was recently remodeled and enlarged from 480 seats to 600. A pipe organ was installed at cost of \$5,000.

Thursday, September 17, 1914

page

6. Article listing enrollment in all the public schools. Riverside is 123. Elementary school total is 6758. High school has 1300.

Platform lights will be installed at the Missouri Pacific station within a week or so. Ornamental iron poles set between tracks will furnish light. The lights at present used, do not light up trains on the second and third tracks when a train is standing on the first track.

Saturday, September 19, 1914

page

10. Wichita Union Stock Yards company will issue \$600,000 in bonds to put in improvements including a new hotel in the North End.

Sunday, September 20, 1914

page

9. Reminiscences by J. W. O'Neill of Kansas Casualty and Surety company about Wichita as it was when he first arrived 25 years ago on September 19, 1889 at the old Santa Fe depot which was located at what is now Murdock avenue. ¶ College Hill was then regarded as being "way out in the sticks" with only four or five houses built where some of the finest homes now are. The street cars went north on Main to 13th street, east to Topeka avenue, north to 15th street and then east to the hill. A traction line was operated

to Valley Center he said, and it was known over much of Wichita's trade territory as the "dummy" line.

Friday, September 25, 1914**page**

5. Article saying it is unlikely the city and street car company will join in building new bridge across Little Arkansas river at the site of Woodman bridge. ¶ Finlay Ross, former mayor, says the proposed opening of a street through the park from the north end of Woodman bridge to Nims avenue might result in a forfeiture by the city of all of the park lands, since the lands were he thinks deeded to the city for park purposes only. ¶ However the city attorney, Earl Blake, declares that the street can be opened, without forfeiting any land, as the land was deeded to the city absolutely without forfeiture clause. ¶ "In 1897 O. G. Nims, of the Keene syndicate, deeded the land in Central Riverside park and a large portion of that in North Riverside park to the city for \$7960 and in 1898 he deeded the remainder of North Riverside park to the city for \$700. In connection with the city's suit for a portion of tax penalties in 1899 the county deeded the land in South Riverside park to the city.

Sunday, September 27, 1914**page**

5. The old fire station at 220 North Market was yesterday leased by city commission to William Swain, automobile dealer for \$30 per month. The previous tenant, Dr. C. R. Wildes, a veterinarian, was charged with maintaining a liquor nuisance in the building.

The city commission yesterday granted a petition that the bed of old Chisholm creek at 11th street be filled in.

Thursday, October 1, 1914**page**

10. Article listing all of the County Superintendents of Sedgwick county schools since 1871.

Friday, October 2, 1914**page**

7. Article saying Fairmount and Friends are refusing to play their football games this year at Island Park because of increase in rental asked from \$12.00 per game last year to \$25.00 per game.

Sunday, October 4, 1914**page**

4. Article estimates there are 1322 men employed by the railroads in Wichita with a monthly payroll of \$147,000.
6. Advertisement with drawing of the Brooks Machine Company -- large two story building -- at Lewis and Wichita streets.

Special Section

- B-21. Special section for Fall Fair with description of local business firms. Includes article about Hoover Fruit Orchard, almost four miles west of the business district. Many other firms described.
- B-28. Includes photograph of Butts Building, corner 1st and Lawrence.
- B-38. Includes drawing of Johnston-Larimer Dry Goods company building.
- B-39. Includes photograph of Wichita Live Stock Exchange building.
- B-42. Includes photograph of Sedgwick building.
- B-43. Includes photograph of Schweiter building.
- B-46. Includes photograph of Bitting building (four stories).
- B-34. Wichita Street Railway company improvements in past two years:
- | | |
|---|----------|
| Paving Hillside from 9th to 13th | \$17,031 |
| Viaduct and elevated track expense | \$14,500 |
| Depressing street at Douglas and new double tracks | \$10,000 |
| Six new cars of new pattern | \$24,000 |
| New crossing over Missouri Pacific on Wonderland Park line at Waco avenue | \$1501 |
| Moving houses off ground at 10th and Wichita streets and building storage tracks for cars | \$3200. |
- ¶ Thirty regular and six extra cars are operated daily over 33 miles of track -- the extra cars being run in the morning and evening rush hours. Of the 33 miles of rails, 21 miles are double tracked. ¶ The company employs about 300 men with a monthly payroll of about \$11,000. ¶ In the past two years \$20,000 worth of machinery has been installed in the old power plant at 10th and Wichita streets.
- B-46. Article on history of street paving and sewer laying in Wichita. ¶ First contract for modern street paving let to Barber Asphalt company in 1889 to pave Market, Main, and First streets for \$2.08 a square, with curbing and guttering of sandstone let to Mulvane and Kepley for 85 cents per square foot. This work was completed in June 1890 at cost of \$117,083. ¶ Soon after this the work of paving between the street car tracks was taken up and the material used was sandstone, with charges levied against the street railway company. ¶ Very little paving was then done until 1903, when pavement was laid from Wichita and Douglas to Friends University. ¶ In 1904 less than one mile of paving was laid down. ¶ Street paving was then at a standstill until 1909 when seven miles were laid, and 1910 when 21 miles were put down. By the close of that year the total mileage of paved streets was 39.60 miles. Miles of street paving on January 1, 1908 -- 10.42 miles; January 1, 1910 -- 18.71 miles; January 1, 1911 -- 39.60 miles; January 1, 1914 -- 69.70 miles-- cost \$3,409,093. Twenty-four miles brick, 567,101 square yards. Thirty-five and

one-half miles asphalt, 622,875 square yards. Total pavement in Wichita equals 1,511,721 square yards. ¶ Article also give history of development of sewers -- first one was 3000 feet of eighteen inch diameter pipe laid in Topeka avenue in 1886, and extended to Arkansas river in 1887. Plans for a complete sanitary sewer system were than drawn and adopted in May 1888. Work was commenced in October 1888 and by end of 1889 the city had 62.66 miles of sewers at a cost of \$301,410.

Tuesday, October 6, 1914**page**

5. Article saying the Missouri Central Type Foundry recently moved to Wichita from Marshall, Missouri and is located at 703 East Murdock.

Thursday, October 8, 1914**page**

10. Advertisement by Wichita Railroad and Light company for special "Seeing Wichita" cars during the fall fair leaving Main and Douglas daily at 10:00 a.m. and 2:30 p.m. for fare of 25¢.

Friday, October 9, 1914**page**

5. City commission is buying a new motor fire engine and hose cart for \$8500 -- to be stationed at No. 3 fire station in the North End (on North Topeka).

Sunday, October 11, 1914**page**

13. Wichita's area within city limits is now 12,592 acres, nearly 20 square miles.

Thursday, October 15, 1914**page**

8. D. K. Oxley and H. G. Hoerner of Omaha, Nebraska, have purchased the interest of Osea Miles in the Western Biscuit company here and took charge of the business yesterday. The sale of Mr. Miles' \$34,100 worth of stock was arranged through George Theis, Jr., president of the Arkansas Valley Interurban, who is the new president also of the Western Biscuit company. Mr. Oxley will be general manager and Mr. Hoerner will be secretary and sales manager.

Sunday, October 18, 1914**page**

11. Article reports the booklet of early Wichita pictorial history just published by the Eunice Sterling chapter of the Daughters of the American Revolution and titled "Illustrated History of Early Wichita -- Incidents of Pioneer Days." The editor-in-chief is Mrs. C. W. Biting and the associate editors are Mrs. Sam Woolard and Mrs. E. B. Jewett. ¶ In 1908 this same organization published a booklet of Wichita historical pictures.

Tuesday, October 20, 1914

page

12. The Auditorium livery barn, St. Francis avenue and 1st street, was destroyed by fire, believed incendiary in origin, yesterday morning. The main efforts of firefighters were in checking the flames from reaching the Auditorium theater and other nearby buildings.

Wednesday, October 21, 1914**page**

5. The city recently ordered the crossings of the Missouri Pacific Railroad company paved. When the company did not comply, the city awarded contracts to have the work done. Now the Missouri Pacific attorney has notified the commissioners that the company will not pay for this work and that the city has no right to tear up the railroad crossings and pave between the rails, and if the city persists they will seek an injunction in court to stop it.

Friday, October 23, 1914**page**

5. Plans and estimates for new Woodman bridge were accepted by the commission yesterday. The plans and estimates were prepared by Bert Wells, city engineer. The bridge will be built of reinforced concrete and will consist of six 35 foot spans, or a length of 210 feet. The roadway will be 20 feet wide with a five and a half foot sidewalk on each side. Estimated cost is \$14,995.96. ¶ The city clerk is to advertise for bids, due by November 9. ¶ Article includes drawing of one span of the proposed bridge.

Saturday, October 24, 1914**page**

6. Vehicle drivers are now able to travel smoothly over the crossings of all the railroads in the city except those of the Missouri Pacific, according to Bert Wells, city engineer. The crossings are being paved with brick, this material replacing the old rough planks. The Frisco crossings at 1st and Mosley, 2nd and Mosley, Murdock and Washington, 13th and Washington, and at Hillside and 9th have been completed. Three Rock Island crossings are finished and work is starting on the Orient crossing at Bailey (sic) and Main and on seven Santa Fe crossings.

Sunday, October 25, 1914**page**

5. Article about progress on interior finishing of the new Carnegie library.
10. After 25 years at 327 East Douglas, the I. W. Gill undertaking establishment yesterday moved to its new \$40,000 structure at 243 North Emporia avenue. Article describes the amenities of the new building.

Friday, October 30, 1914**page**

5. Article reporting that Mr. J. J. Jones of the Jones auto exchange will launch a local auto factory to produce a car to be known as the Jones "six."

City commission yesterday adopted a plan to provide a system of collecting garbage throughout the city, with about 20 wagons making daily rounds in the business section and three times a week visits to residence districts. The contract is to be put up for competitive bidding (article gives details).

8. Walter B. Buck, vice-president of Rorabaugh Dry Goods company here and president of Rorabaugh-Wiley Dry Goods company of Hutchinson died this morning, age 55. Two sons, James, 28, and Phillip, 21, survive. In 1899 he organized the Rorabaugh-Wiley firm at Hutchinson and with H. H. Heimple and A. O. Rorabaugh, he started the Wichita store in 1901.

Saturday, October 31, 1914

page

8. Rev. W. S. Priest has completed five years as pastor of Central Church of Christ, corner of Market and 2nd streets. Article gives some history of the church.

J. J. Jones announced yesterday that before January 1 a factory will be in operation in Wichita building the new Jones "six" automobile. Location of the plant will be announced soon. The entire machine except the motor is to be built in Wichita, the motor coming from a factory in Williamsport, Pennsylvania. A price of \$1150 will be asked for the completely equipped machine. The plant is to start work with 300 men and it is planned to build 1000 cars before the close of the fiscal year, which is August 1, 1915. The company will be known as the Jones Motor company.

Sunday, November 1, 1914

page

5. Commission yesterday let contract for paving of three blocks on Volutsia avenue beginning at Douglas avenue.
12. A. M. Patten, assistant general manager of McKinley Syndicate street railway properties in the West, which owns the Wichita street car line, yesterday presented a bag containing \$3300 in gold coins to the city commissioner of finance as settlement of the dispute between the city and the street car company over the city's share of company profits since 1911. However the city officials refused to take it.
- B-7. Full page advertisement announcing The Jones Six car.

Tuesday, November 3, 1914

page

5. List of voting places (none in Riverside).
10. Mr. James Murry, commissioner of streets and public improvements, insists the street car company must pay the "proper amount" due the city, not less than \$10,000, or forfeit its franchise.

Wednesday, November 4, 1914**page**

10. Santa Fe yesterday completed three months of work building a new water tank and pumping station near the corner of Orme street and Santa Fe avenue. No longer will the boilers of Santa Fe engines in the south yards be eaten out by hard water. The new tank will be supplied with soft water from the Santa Fe's well about 30 feet deep and 30 feet in diameter near 25th street. Water is pumped by electric pump from the well into water cars which convey it to the tank in the South End. ¶ The improvements cost about \$2500. The tank is of steel, about 35 feet high, 25 feet in diameter, and has a capacity of about 500,000 gallons. It rests on a concrete base. Water is drawn from the tank by a pump operated by an electric motor. The pump house is a one story frame building. ¶ The tank will supply the yard engines and other engines in the south yards.

Thursday, November 5, 1914**page**

5. Article reporting post-office substation to be opened at the union station on December 1, located in a room at south end of station on the track level.

Saturday, November 7, 1914**page**

6. Article about lawsuit on trial in district court over ownership of Elba Island, about 38 acres of land south of Harry street and in the Big Arkansas river.

Sunday, November 8, 1914**page**

5. Article reports sale of three story brick building at 210-212 West Douglas to J. J. Jones for \$25,000 to \$30,000 to be used as a factory for his new six cylinder auto.

Tuesday, November 10, 1914**page**

8. Contract for new Woodman bridge over Little Arkansas river was awarded yesterday to the Marsh Engineering company of Des Moines, Iowa on their low bid of \$13,951. Of this \$13,128 is for the work on the bridge proper and \$823 for the paving. It is to be built of reinforced concrete and the piling are to be of wood entirely below water, where they will never be exposed to air. The bridge is to be 210 feet long with a roadway 20 feet wide and two sidewalks five and a half feet wide. Construction is to be completed by next June 1.

Wednesday, November 11, 1914**page**

3. Old "Mary Ann," the official provider of joy riders (sic) for newly weds never piloted a more popular couple nor a jollier bunch of well wishers than last night, when Mr. and Mrs. Olin Epperly were the honor guests. "Mary Ann," the work car on the street car line, was gaily bedecked with electric lights and a banner inscribed "Just Married." Flashlight pictures were taken. ¶ Mr. Epperly has been with the street car company four years.

5. Article reporting city has been offered an additional payment of \$6872 under protest by the street car company in addition to the previous offer of \$3310 in settlement of the city's share of the trolley line profits, making a total of \$10,183.

Saturday, November 14, 1914**page**

5. After eight months effort, a contract has been reached between the Arkansas Valley Interurban company and the Hutchinson Interurban Railway company for the use of the Hutchinson company's tracks in Hutchinson for an extension of the Arkansas Valley Interurban. This is the first big step toward extension of the Arkansas Valley Interurban from Halstead to Hutchinson. The next step will be the securing of a franchise from Hutchinson to operate in that city. When that is carried out the city of Hutchinson will be asked to vote \$30,000 of terminal bonds. ¶ To build this extension of 22 miles will cost the interurban company about \$340,000. Much additional equipment will be necessary to give the new extension the same hourly service that is now being maintained on the parent line.

Thursday, November 19, 1914**page**

2. Because data on which to determine the amount of money due the city as a share of the profits has not been supplied by the street car company as requested by the city, a franchise forfeiture ordinance was placed on first reading by the commission Monday by the action of Commissioner James Murry.

Friday, November 20, 1914**page**

5. A salt house twelve by 28 feet is being constructed just north of the Kellogg street viaduct to store salt used to prevent snow from clogging switches at the interlocking plants of the Wichita Union Terminal railway company. The frame building on a concrete base and with steel roof will hold one car of salt. Salt will be conveyed to the north end of the elevation on hand cars as needed.

Sunday, November 22, 1914**page**

5. A new slate bulletin board about six feet wide and ten feet long using white chalk writing on the black slate will replace the present wooden train bulletin board at the Wichita union station. The wooden board has a white background with the names and times in black letters. Stencils are now used to show the times of trains, but with about 300 of these, finding the proper one is sometimes tedious, so chalk will be substituted.

Tuesday, November 24, 1914**page**

2. Statement by Mayor Babb regarding controversy between city and Wichita Railroad and Light company, advocating that the city hire an auditor to scan the books of the company to find out how much it owes the city. ¶ Article has many figures on alleged yearly

company profits.

8. Another article on the controversy between the city attorney and Commissioner Murry over the street car payment offer to the city.

Friday, November 27, 1914

page

6. A new electric passenger elevator is being installed in the federal building here.

Sunday, November 29, 1914

page

5. Thinking she would like to travel over the state and tell owners of hotels and rooming houses how to keep within the law, Mrs. Laura Buckwalter, of 1106 Larimer avenue is trying for the position of state hotel inspector. This is an appointive position and pays a salary of \$2,000 a year. ¶ Mrs. Buckwalter is now securing endorsements from Wichita citizens which will be forwarded to proper officials at Topeka asking them to appoint her to this position. ¶ For several years she has been active in political matters. She is an active stand pat Republican and is a very energetic woman. Mrs. Buckwalter is the wife of O. Buckwalter, a dentist.

Tuesday, December 1, 1914

page

8. Board of Education yesterday decided to build in 1915 a new two story brick school building at corner of Pine street and Emporia avenue to replace the old Webster school which stood in the third block on North Emporia. The building will cost about \$50,000.

Thursday, December 3, 1914

page

3. Article about boys tying one end of a heavy wire to a street car rail and throwing the other end over the trolley wire, thus "short-circuiting" the line and halting street car traffic.

Saturday, December 5, 1914

page

5. Long article on possible expansion of Missouri and Kansas Telephone company in Wichita -- either by enlarging the present Market exchange building in second block of North Market, or by building a new exchange plant and office building at Lawrence avenue and 1st street.

Tuesday, December 8, 1914

page

5. Article reporting there is some agitation to abandon the commission form of government in Wichita. "Ever since commission form of government has been in use in Wichita some agitation has existed for a change."

Thursday, December 10, 1914

page

5. Article discussing the slow progress on building the new Carnegie library, which has been under construction since May 1913 -- one year and seven months. It will probably not be completed until March.

Friday, December 11, 1914**page**

2. The Wichita Telegraph college is establishing a one kilowatt wireless telegraph station on the roof of the Butts building, Lawrence avenue and 1st street.

Water in the Little Arkansas is being lowered to permit construction work on the abutments for the new Woodman bridge. While the water is low old piling at the 11th street bridge will also be taken out of the river.

12. Two story brick apartment house started this week in third block on North Topeka by R. J. McKee. Frontage of 44 feet and extending 110 feet back from sidewalk, and will contain ten apartments. To cost \$22,000 to \$24,000. Same builder has recently built the Almeda apartments on North Topeka between Central and Elm, and the "Cenpeke" flats at corner of Central and Topeka.

Saturday, December 12, 1914**page**

2. First example of Jones "six" car was brought to Wichita yesterday from Detroit, where it was built (photograph). ¶ Parts for the car are arriving daily at the West Douglas avenue factory. The first machine will probably be placed on the Market about January 20.

Tuesday, December 15, 1914**page**

2. Wichita's Terminal Railway Post Office substation will be placed in operation today in a reinforced concrete room on the elevated tracks at the south end of the union station. It will be in operation night and day.

Thursday, December 17, 1914**page**

5. Trees are now being removed in Central Riverside park to permit the extension of Nims avenue southward to Central avenue, a distance of about three blocks. Several park improvements including the coon pit, grotto, sheds and one or two animal pens are also to be moved to make way for the new street connecting with the new Woodman bridge.

Tuesday, December 22, 1914**page**

2. Article saying J. Hudson McKnight is protesting because piles of dirt left from digging the drainage canal through his land are being hauled away by the city to fill in the old creek bed where the bridge on South Hydraulic avenue formerly spanned it. Mr. McKnight demands that the city use the dirt to fill in the old creek bed on his land.

Thursday, December 24, 1914**page**

2. City officials yesterday called upon the street car company to have its books and records at the city building for examination by an auditor within 20 days. Notice to the effect was mailed by the city clerk to the street car officials. The records are at the company's headquarters at Champaign, Illinois, it is said.

Sunday, December 27, 1914**page**

1. Article reporting an Indian school is to be established in Wichita near Fairmount college.
4. Article telling about advertisement in *Eagle* 40 years ago on December 24, 1874 for "160 acres, northwest quarter section 23, township 27, range 1 east, one mile east of Wichita; a splendid building site; price \$800." ¶ This property is bounded by Douglas on south, Central on north, Hillside on west, and "41st street east of Main street" on east, and has increased in value something like a half million dollars in 40 years.
5. W. Arthur Noble, 20, son of Dr. S. S. Noble, dentist, was killed in hunting accident yesterday west of Sedgwick in company of his brother, Max, and of Luella and Harriett Morris, daughters of Walter Morris. He was student at Southwestern college. Occurred on farm of an uncle of the Morris girls, R. A. Syferd.

Thursday, December 31, 1914**page**

1. Mrs. Victoria Murdock, owner of the *Eagle*, died yesterday twelve days after a stroke, age 73. She was the widow of Colonel Marshall M. Murdock, founder of the *Eagle*, and is survived by sons Victor and Marcellus and daughter, Mrs. Pearl Eaton.
5. Last street cars will leave Main and Douglas tonight at 1:00 a.m. instead of at midnight to accommodate New Year's Eve celebrants.

Friday, January 1, 1915**page**

2. Apartment house at corner of Pine street and Topeka finished yesterday. Two story with 21 apartments, built by H. J. Roetzel and under construction since last May.