

Roads
Freighting

A true Yakima valley pioneer born on the family homestead near Old Town and spending practically all of his 57 years on the place is the record of George W. Carpenter who died early this morning ,,,

During his boyhood and early manhood Mr. Carpenter has had his share of the pioneer's hardships and adventures.

As a lad he helped his father clear the Carpenter homestead in what is now School Section and later engaged in freighting between Yakima and The Dalles on the old military highway which U.S. Grant as a stripling lieutenant had tolled to construct...

The Yakima Republic, January 27, 1926.

Transportation

Thirty different styles. Now that hop picking is nearing a close, etc. we have a large variety of styles to replace the old worn out vehicle. First class rig from \$45, 50 up to \$150.

Shows two seated open rig.

We also have mountain waggons, road wagons, farm wagons and runabouts. Racine company mfg. Wallace-Coburn Hardware co. Yakima avenue--Sept. 28, 1899.

Flood--Railroad
Fruitvale

George Vance of the North Yakima & Valley Railroad company this morning recalled the fact that it was just about five years ago shortly after the completion of the company's line to Fruitvale, that a disastrous flood occurred which wiped out the greater part of the work that had been done.

"We finished the road on November 1 said Mr. Vance" and about 10 days later the good roads committee from North Yakima made a trip over the line. This was on Saturday. The following Monday there came a storm and flood and much of our roadbed was swept away together with bridges and track. The water rose at the rate of four feet an hour and a gang of men engaged on bridge work was caught on an island created by the flood and its members were rescued with ropes thrown to them across the stream. Yakima Republic, Nov. 11, 1910.

Trolley poles

Yakima avenue will present a neater appearance within the next 30 days when 21 trolley span wire poles will have been taken down and the wires attached to buildings on both sides of the thoroughfare.

Henry Traub, commissioner of public works has been busy the past few weeks obtaining the necessary easements for attaching the span wires to the structures.

Fifteen poles interfering with the proper diffusion of light from the curb lamps were removed some months ago--

~~Yakim~~ Yakima Daily Republic, April 22, 1925.

Wells, , Fargo Co.

Transportation

Last Saturday W.F.D. Mercer, the special route agent of Wells, Fargo & Co. came to town and ordered the removal of the office of his company to the new town in order to successfully compete with the Northern Pacific Express.

Their consignments now come on the cars via Pasco Junction instead of the stage from The Dalles. Service will be maintained on The Dalles stage to Goldendale and on the Yakima and Ellensburg stage.

Offices have been opened at Pasco and Kennewick and Prosser. J.H. Feuerbach is the agent at New Yakima. The express comes through from San Francisco by steamer and rail to Yakima in four days. There is a steamer every five days.-The Washington Farmer, Feb. 14, 1885.

Yakima Growth Transportation

Messrs Fred Parker and J.H. Thomas have been canvassing the project of an electric road to ~~connect~~ Yakima city and have about concluded a contract with a Seattle company to iron, equip and operate the road if the road bed is graded and tied.

This work will be done and the throwing of dirt will be started on Monday, December 28. Engineer Redman has completed his surveys and the right of way has been secured with the exception of through one piece of land, and no trouble is anticipated as to that.

There is now little doubt but what the towns will be united by electricity--Yakima Herald, December 19, 1901.

Electric Motor Street

Railway

The articles of incorporation of the Yakima Street Railway and Power company, capitalization one hundred thousand dollars, have been signed and the papers forwarded to the state auditor.

The incorporators are Wayne Ferguson, M.V. Massey, L. MacLean of Spokane Falls, Edward Whitson and F.S. Woodward of North Yakima.

It is proposed to built the road from the north end of the city through Capital addition to some part in the Ahtanum valley where a park with bath houses and gynmasium will be located. The motive power will be electricity--Yakima Herald, June 19, 1890.

Street cars

Two thousand one hundred and eight cash fares and 416 tickets the receipts for the first two days that cars have been run in North Yakima is exceptionally good. Nearly \$125 gross receipts or a net profit over the operating expenses of nearly \$65.

The cost of operating one car will average less than \$20, this includes power and wages and a liberal allowance for repairs. With but three men now employed in the offices whose salaries will hardly exceed \$12 a day, the company will, if they receive two thirds the present patronage the balance of the month, earn nearly enough to pay for operating expenses for the whole month of January.

As soon as the weather will warrant the present line will be extended a little more than six miles up the Antanum. The Yakima Herald, January 1, 1908.

Street cars

Ten minute car service on Yakima avenue and the use of 12 cars were promised by President N.C. Richards of the Yakima Valley Transportation company today almost before people are able to realize that the street car system amounts to anything more than the two cars and single line of track in use a few months ago.

The company has ordered eight new cars, each of them larger than the ones now in use. They will arrive this summer and will be put into operation on the "htanum and "ide Hollow and Nob Hill lines and with the five now in use will give the company an equipment of 13 cars.

One of the cars will be a "seeing Yakima" car if patronage warrants running it as such. Surveyors are at work laying out the course of the ~~5000~~ Summitview line and double tracking on the avenue continues and will be extended to Eleventh avenue if the city paves West Yakima.

The company will extend the double tracking on East Yakima around the corner on ~~the~~ to Sixth street so that cars will come in on the avenue on a double track. It is possible that this will be extended on Sixth street as far as the old car barns. The new powerhouse and barn mean an investment of \$50,000. Yakima Republic, June 24, 1910.

Yakima Valley T. Co.

The wonderful growth of the Yakima valley in the last year is exemplified strongly by the business done by the Yakima Valley Transportation Co which carried in 1909 , 588,000 passengers on their lines radiating from North Yakima, and in 1910 carried 1,325,000.

The greater part of this increase has occurred since March.

On March 1, 1910, there were only three cars in operation on these electric lines ; on Dec. 1 there were 10.

The interurban service alone by which many ranchers are enabled to save an hour and a half in getting to the city carried 5,000 persons during the single month of August.

In the six months of its existence the freight service transported 5,000,000 pounds of freight. O. O. Yakima Herald, January 11, 1911.

Stages

The stage line of Cummings & Darland running between the end of track and Yakima is now owned by L.S. Darland, who has purchased the interest of F.J. Cummings-Washington Farmer, Dec. 6, 1884.

Some miscreant broke into B.E. Snipe's mill at the old town
last week and cut up belting to the value of \$175. April 18 1889

Miscellany

John Reed has six teams engaged in hauling ice from the Yakima river near the Natcheez bridge. The ice is clear, solid and from eight to 12 inches in thickness. Mr. Reed intends housing from four to six hundred tons. 1-14-92-

and sixty land patents for citizens of the county were signed by President Harrison.

W.G. Simpson of Seattle has purchased from Captain J.H. Thomas the Schanno residence of Yakima City which he will make additions to and convert into a hotel. A bar is to be placed in the hotel and it is to be conducted in a manner to please

Miscallany

H.C. Cooper, C. Cooper and Richard Baldwin of Yakima City arrived in Goldendale Friday with two six horse teams and one two horse team in search of work, hauling wheat, lumber or anything they might find to do.

The party had a mule shod at the shop of P. Wing that had five perfect feet. The fifth foot being attached to the right fore leg of the ankle and swinging clear of the ground.

Nature no doubt intended the three front feet for a tripod for the beast to stand upon while feeling around in the air for something to pulverize with his hind feet. We gave him a wide berth--Goldendale Courier, September 1893.

Messrs Ira P. Englehart of North Yakima and Fred A. Frazier of Roslyn were admitted Tuesday to practice law in the courts of the state of Washington. They are to be congratulated on successfully passing a most rigid examination as to their qualifications--Ellensburg Register. Yakima Herald, September 21, 1893.