

Summitview--Dust--
Roads

Cooling breezes unsaturated with dust are possible for the Summitview housewives this season for the first time in years.

For the first time in years they can open their doors to let the heat out and the cool air in without letting in also a large quantity of Yakima real estate which looks decidedly out of place to the housewife after it has camped on the furniture.

The people out on the Summitview ~~so~~ road have combined some of their financial resources and purchased a sprinkler. The sprinkler wets down the dust along the Summitview road twice a day and even an automobile cannot get a raise from it now.

Many automobiles owned by prosperous ~~large~~ farmers cannot get a raise out of it now, they pass over the road each day and that is why critical visitors have been able to write their names on the furniture in the ~~houses~~ Summitview houses when the housewives left doors open in an attempt to keep cool--Yakima Republic, August 5, 1910.

Dust in No. Yakima 1885

Seattle Chronicle--

...the dust is three inches deep in the streets of Yakima.
Water runs along the sides of the streets in that place but
as it has no water works the dust reigns supreme...

--Journal and Watchman, Oct. 30, 1885

The general route agent of the Northern Pacific Express company telegraphed the Commercial club for its secretary to meet him at the depot on Wednesday as he was passing through the city.

Fred Chandler, assistant secretary of the club called on him and succeeded in getting a concession from the company on behalf of the public to the end that all express packages will soon be delivered free in the city, at the residences of the consignees.

H.L. Tucker put in a bid for the service. It would be proper in view of this concession for the houses to be numbered so that mistakes in delivery would not be so likely to occur as under the present conditions. Instead of the N.P. agent, Mr. Graham sending postal cards for people to come and get packages paying therefor 25 cents, the express goods will be delivered free of charge without further notice--Yakima Herald, March 30, 1899.

Yakima avenue

Under the arrangements of
every reason to believe that
the Northern Pacific railroad
contemplate said vacating
the new depot building
avenue the park will
400 feet south, the
its application as
1896.

City of Yakima

The special committee appointed at the last meeting to formulate a
plan for numbering the city recommended that Yakima avenue be taken
as the base for all streets running east and west, numbers to run from
the avenue each way. The Northern Pacific railway track was suggested
as the base for streets running north and south, even numbers to run
on one side of the street, the odds on the other. The resolution was
adopted. --Yakima Democrat, March 10, 1900.

across

the
venue
t in
Sept. 3,

Yakima growth

Yakima Avenue

City council session: A petition which had been signed by about 200 taxpayers, asking for the opening of Yakima avenue, Chestnut and A streets through the depot and railroad trackage property of the Northern Pacific was read and granted.

Many interested citizens were present and closely watched the proceedings. The city attorney was ordered to go ahead and take the necessary steps for condemnation of the right of way of the said streets and to consult with Judge George Turner who has been retained by the property holders in case that the railroad entered upon any legal contest.

--Yakima Herald, September 22, 1892.

Yakima growth
streets

The council met on Monday evening with Councilman W.A. Cox in the chair.

○ Petitions for grading Yakima avenue between First and Front streets and First street between Yakima avenue and Walnut street were read and referred to the committee on streets and ditches, with instructions to confer with the city attorney and report at the next meeting--Yakima Herald, October 9, 1890.

Natcheez avenue

The grading on the bicycle path on Natcheez avenue has been completed and now only awaits a liberal application of soil and cinders to be complete and the handsomest path in the state.

The Herald is informed that the contract for the grading of this mile of track has been paid out of donations received for that purpose but that it will require from \$60 to \$75 more to complete the work which should be forthcoming as early as possible from those interested.

Parked as it is with handsome shade trees on either side for its entire length, this path will make a most attractive and pleasure-giving resort for riders of the wheel--Yakima Herald, July 15, 1897.

Yakima streets

A good roads club has been formed in the city by the wheelmen and considerable money has already been subscribed for the purpose of putting Natcheez ~~road~~ avenue in condition for bicycling--
Yakima Herald, May 6, 1897.

Yakima stre ets

Nearly \$90 has been raised for building ten blocks of bicycle track between the rows of trees in the center of Natcheez avenue--
Yakima Herald, May 13, 1897.

Yakima Streets

The proposed improvement in grading the avenue has met with a protest of forty-one lot owners out of the seventy-two lots in the three blocks.

It requires however two-thirds to constitute a legal protest against the proposed improvements. It will cost, according to the specifications of the city engineer, about \$9 a lot to grade the avenue with gravel and put in cobble-stone gutters--Yakima Herald, March 23, 1899.

Paving

The city council held a lively and important session Monday night....

The street committee reported on the improvement assessment for macadamizing the street (Yakima avenue*. The price per lot is \$75 from Front street to Third and from Third to Natchez avenue it is \$62.25.

When the matter of letting the contract for grading M^uxee avenue came up a protest was received from a large number of property owners who were present on account of the extremely high cost in doing the work.

Durlingame's bid was \$1.08 per lineal foot for grading and 15 cents per lineal foot for curbing; McKivor's bid was 89 cents for grading and 12 cents for curbing. The cost would be at least \$22 per lot. Protests were made because the city engineer had estimated the cost at \$12.50 per lot. Allen and Reid opposed letting this contract but they were in the minority. McKivor got the bid. Yakima Herald, Nov. 5, 1901.

Resolutions of intention to pave Yakima avenue with stone blocks on the east and asphalt on the west and Front street with vitrified brick were introduced and passed at a meeting of the city council Monday night.

Protests against the resolution must be filed at the next meeting of the city council on May 20.

The resolutions are taken as the first actual step in paving work and it is believed that something definite will result, although a grist of protests are looked for to appear at the next council meeting.

Residents of the Leaming additions threatened to withdraw from the city if immediate action is not taken on a petition filed last night asking that the city open the crossing at Quince street another at Selah street and a 50 foot roadway at Rainier avenue demanding that condemnation proceedings be started if other methods fail. The council decided that the city attorney shall open communication with the railroad company and if no satisfactory answer is received to start condemnation proceeding at once on the Quince street matter. The other two clauses relative to Selah street and Rainier avenue were laid over until the next council meeting. The Yakima Herald, May 8, 1907.

Streets

Street sprinkling for NorthYakima during September caused the use of 38,070,000 gallons of water according to official figures of City Clerk Brooker.

The quantity of water necessary for street sprinkling is almost beyond comprehension. This amount of water was used in 6,453 carloads of water handled by the city sprinklers in thirty days-The Yakima Herald, Nov. 3, 1909.

Yakima-Progress

Sidewalks

Practically two miles of concrete and wooden sidewalks were built in North Yakima during the past year according to a compilation that has been made from the city clerk's records while nearly half that amount in addition has been placed by property owners without council action. In every section of the city the reports show, the improvements have been carried on.

The largest piece of sidewalk work done under municipal supervision was on the north side of Spruce street from First street to Eighth street, a distance of 1926 feet. The other concrete walks placed by the city included:

West side of Naches avenue, Yakima avenue to A street, 388 feet; east side of Fourth street, Yakima avenue to A street, 388 feet; Yakima avenue to A street, 388 feet; north side of A street, Third street to Sixth street, 700 feet; east side of North First street, A street to court house, 200 feet; west side of First street Yakima avenue to B street, 550 feet. This makes 4202 feet of concrete work and does not include work done by the county in placing a fine concrete walk on the three sides of the court house property, amounting to over 700 feet.

Wooden sidewalk was placed in large stretches and the total done amounted to 6026 feet, The Yakima Herald, January 27, 1909.

Paving

" total of 51,000 square yards of paving at a cost of \$167,800 was laid in North Yakima during 1910 according to the annual report of City Engineer Doolittle.

Of this 47,600 yards were asphalt costing \$124,200 and 18,500 yards were brick laid at a total cost of \$43,600. During the year there were 25,000 lineal feet of sidewalk laid costing \$27,000 and 2,500 feet of sewerage costing \$4,900--Yakima Herald January 11, 1911.

Roads paving

The city engineer's department is working out the plans and details for paving Front street north from B street to the city limits to connect with the new road that is being built by the county to Selah over the extension of North First street.

The new paving will be bitulithic in all probability and will be laid in the fall.

Front street is one hundred feet wide but the entire width will not be paved. The present plans is to pave full fifty feet wide up to C street, from there to G street putting in two twenty-foot paved driveways with a parkway strip in between this to be beautified with lawn, trees and flowers.

Because of the ditches a single drive will be built from G street to the city limits, the whole making a pretty stretch of paving that will have a pleasing effect on people entering the city on Northern Pacific trains. Concrete bridges will be built over the ditches--Yakima Herald, June 14, 1911.

Street Names

City commission

One as it came into power, presenting that everybody said in
Delicate and important work confronts the city commission
of the city of North Yakima.

Mayor Spahn and Commissioners Rodman and Crocker spent
most of the day on the session Saturday passing the ordinance and
allowing a number of bills. Toward the afternoon a decision was
up over the reading of an ordinance naming some unnamed streets
in new additions on the west side. That time was when the
sensation was sprung.

It was decided that it would be better to postpone further con-
sideration of the ordinance for a week or so and then take a
number of changes and clean up the muddled matter all at once.

Postmaster W.L. Benson, in order to have the mail properly
delivered to the residents of North Yakima must know the exact
street and number of the person getting mail. Here is the
tumbling block. In the naming of the streets of North Yakima
of the original townsite the main avenue running east and west was
named Yakima avenue. The thoroughfares running north and
south were named streets, commencing with First
street on the west, then First street, Second street etc. eastward
to the city limits.

There is no place in the city charter or later by ordinance
where the streets North of Yakima avenue are officially
designated as North First, North Second etc. nor are the
streets South of the avenue designated South First, South
Second etc. The naming of the streets North this and South that
seems to have come about gradually by general and common consent
without it having been given official sanction by the city council.

The conditions of affairs in the original part of the city is
due to the lack of action by many different city councils, each

one as it came into power presuming that what everybody said in regard to calling the numbered streets North or South with the streets numbered from Front consecutively east, must have been official recognition. In that supposition however they appear to have been mistaken. As time passed and North Yakima began to grow by leaps and bounds expansion took place in all directions. During the time when P. M. Armbruster was mayor the west side came prominently to the front. Yakima avenue was extended to the western city limits, new additions were platted and building went forward. Again by common consent the Northern Pacific railroad was taken to be the dividing line between east and west North Yakima. That part of the avenue east of the railroad became to be known as East Yakima avenue while that part of the avenue west of the railroad got the title of West Yakima avenue.

It will be noticed that the thoroughfares running north and south in the original townsites are called streets while those on the west side are called avenues. There is a slight difference in the ways they are named. The charter provided for the names of these streets but the names of the avenues were fixed by passage of an ordinance. That ordinance did not provide that the avenues north of Yakima avenue should be called North avenues and the same is true in regard to the avenues south of Yakima avenue. That ordinance did provide, however, that the avenues on the west side of the railroad should be called and they were so designated as First avenue, West avenue, Second West avenue etc. west to the city limits.

So there you are.

As far as the official right to the name is concerned, a person living on Fourth avenue for instance is living

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on Fourth avenue for instance is living on Fourth of West avenue, no matter whether he resides north or south of West Yakima avenue.

In order to bring order out of the chaotic condition of affairs the members of the commission have tentatively decided upon the plan to rename the streets as follows:

What are now known as streets on the east side will be called North First street or South First street or whatever number the street may happen to be.

The avenues on the west side will be called First avenue North, First avenue south etc. according to the present number of the avenue.

Pending the passage of an ordinance providing for the correct naming of the streets and avenues the names that have been in use for years by common and general consent will continue to be used--Yakima Herald, October 11, 1911.