

Streets..Brick laying

Second and ^A
(Spelled Bosse in later story)

Champion in his own peculiar class, Joe Bossi, expert pavement manipulator began this afternoon the laying of brick at Second and ^A streets. He will continue with the work as fast as new carloads of ~~the~~ bricks arrive.

Scores of people gathered to watch the workman in action. As an unlisted sporting event it was worth beholding. By dint of long practice gained as an apprentice in his present employment Bossi has become so expert with bricks that he juggles them with ~~the~~ ease of a high financier handling figures.

Under him are half a dozen men whose duty is to deploy the bricks in piles so that Bossi can get to them. The paving material is stacked up in such a way that it offers a convenient handle for the expert to grasp. Starting at one side of the street Bossi works his way like a threshing machine to the opposite side, keeping the air alive with bricks during his progress. At his best he has two and three bricks in the air at once.. The work is done by him as precisely as it is rapidly. Because of his talents Bossi draws a salary which is a rare one.

Progress will be made at the rate of two carloads of brick a day. Altogether about 50 carloads will be needed to complete the work under way. Of that number about half have been received. Yakima Republic, Sept. 23, 1910.

Street Paving

Yesterday morning the first foot of asphalt laid in this city was put down by the Independent Asphalt company on Naches avenue, preparatory to asphaltting the street for nearly its entire length. A large force of men are employed now and the work will progress rapidly.

The paving of the avenue marks an epoch in the city's street building and will do much to improve the looks of the city. An asphalt street, if put down properly, will render much better service than any other sort of material that could be put down-Yakima Republic, Sept. 30, 1910.

Brick laying
(Characters)

Setting a record for laying of paving brick Joe Bosse, (copy - spelled DIFFERENT) in the employ of the Anderson Construction co on the Chestnut street paving job Saturday dropped into place 45,192 paving bricks in eight hours, an ~~an~~ average day's work in laying the bricks is 30,000 to 35,000.

This means that Bosse dropped bricks all day long at the rate of 94 bricks a minute or really more than that for he was waiting at times on the men who work with him. Each brick is handled by both hands, picked up from the regular pile by one hand, passed to the other and dropped into place.

The work Saturday was all on straight laying where six rows are laid at one trip across the street and six back again. In laying intersections where the bricks were laid herring-bone style only one row at a time is laid and it is impossible to make such speed.

Bosse is served by 12 men when he is working on his high gear and he makes them all go some. Three men go ahead preparing the sand cushion. Four men with barrows trot back and forth from the big piles of brick at the roadside, dumping them as near the edge of the work as they can. Five men go ahead of the layer and arrange the bricks in piles, each man picking up two and placing them on each pile. When the helpers have gone nearly across, the man with the nimble hands starts across and passing each brick from one hand to the other drops them clinking rapidly into place. Another helper with an ax follows him and taps into place any that may jut out beyond the line.

Unless freezing weather prevents the Chestnut street paving will be completed to Third before the work stops.--Yakima Republic, Dec. 16, 1910.

City Growth

Yakima avenue

City council meeting :

A letter was read from William G. Gostin, assistant right of way agent of the Northern Pacific regarding the opening of Yakima avenue, A and Chestnut streets through the company's right-of-way.

Mr. Gostin stated that under existing circumstances and the expenses attached thereto, that the company did not feel agreeably disposed towards the project and that until other plans were suggested which would remove the objections, they would be obliged to oppose such extensions.

Mr. Gostin stated that he did not think there were a sufficient number of people on the west side to warrant the cutting up of the tracks and the expense incident to the removal of the depot and other necessary changes--Yakima Herald, March 9, 1893.

(In regular order, Councilman Chapman moved that the city attorney be instructed to begin condemnation proceedings and take all necessary steps for opening up the blockaded streets. Vaughn suggested opening A and Chestnut streets and if the citizens wanted the avenue opened, those directly benefitted should share half of the expense or at least a third.

The city council in meeting Monday evening decided to abandon for the present the project of opening Yakima avenue, through the company's right of way, but will endeavor to effect an opening of Chestnut and A streets.

Superintendent Powell, when advised of the council's action regarding Yakima avenue, said that a wise conclusion had been reached and made the statement that another road would probably be built through Yakima br

through Yakima before very long and that he would then favor the construction of a Union depot suitably located and adequate to the growing wants and importance of Yakima--Yakima Herald, March 23, 1893.

(The matter of opening North First street to the city limits was referred to the street committee) same date

Yakima-Historical Living
conditions -- streets

There is a great agitation on foot among the residents of the west side looking toward the plan of prohibiting sheep being driven along the streets in the city.

Some times herds of several thousand are taken over the streets at one time and at this season of the year the dust they raise is a great annoyance to the residents--Yakima Herald,
April 10, May 27, 1902. ✓

J.N. Mull has sold his sprinkling outfit and steam wood sawing business, including his beautiful large team of grey horses to J.B. Braden who will henceforth conduct the business.

Mr. Mull started the street sprinkling eight years ago with a very ordinary outfit but the outfit and business he sold was the best in the state.

Mr. Mull has given the businessmen the best of service, often giving more than his contract called for which has been duly appreciated by them. Mr. Braden took possession on Monday.

1444

First street

The county commissioners have let the contract to Dick Ball for opening First Street from the city limits to Yakima City. Four small bridges are to be built and the contract price is \$170. Yakima Herald, November 19, 1891.

The Messrs David Longmire and Barney Moore , who were appointed by the commissioners to investigate and report on the most practicable road up the Natcheez to the mines at Gold Hill submitted their report on Monday with estimates showing the cost of the road would be about \$9,800. The report which pleased the commissioners was accepted and placed on file, but action looking forward to the building of the road was ~~so~~ deferred owing to the lateness of the season and consequent disadvantage under which the work would now be done--Yakima Herald, November 19, 1891.

Yakima streets

William McKivor: If the city can ever get the avenue straightened out over Nob Hill will make a grand thoroughfare. The matter is now in the hands of the county commissioners.

Miles Cannon-I am not willing to have my land cut up for the benefit of two or three people on Nob Hill who are not willing to dedicate their own rights of way toward straightening the avenue.

I have 30 acres which cost me \$2,300 and I have been offered \$5,000 for it. I have vacated 80 feet for a county road which makes a short elbow. As it is only about three teams a week pass the place. Whenever the few persons moving in this matter vacate the road through their premises I will vacate mine, though an 80-foot road is already vacated by me for the convenience of the general public--Yakima Herald, Nov. 30, 1899.

Sidewalks

The completion of the cement sidewalk on the north side of Ya ima avenue between First and Second streets finishes the only fully block of sidewalk composed of this material in the business portion of the city.

It certainly adds to the appearance of the street as well as to the comfort of pedestrians. There are perhaps half a dozen other business blocks that only lack a lot or two of having a complete sidewalk--The Yakima Herald, June 29, 1904.

Councilman Armbruster has started a movement to change the names of all streets on the West side. He has interviewed several of the people and councilmen for their opinions. He wishes that they be changed and called avenues by figures as the streets on the East Side are named by figures. Mr. Armbruster contends that when the town begins to grow they will be unable to furnish names and with his plan they will always be able to add a number--The Yakima Herald, Feb. 13, 1907

A wholesale change in the names of the avenues west of the tracks has been made by the city council and hereafter these streets will be numbered and will be copied after the Salt Lake City system.

For instance if a house number has been 102 South Selah it will hereafter be 102 South First avenue West.

Eleven streets are affected by the new order changing the names of streets west of and parallel with the Northern Pacific tracks. Street names will be changed as follows:

Selah street to First avenue.

Ahtanum to Second avenue.

Wenas to Third avenue.

Kittitas to Fourth avenue.

Moxee to Fifth avenue.

Mainier to Sixth avenue.

Tacoma to Seventh avenue.

Seattle to Eighth avenue.

Spokane to Ninth avenue.

Walla Walla to Tenth avenue.

Reed to Eleventh avenue.

Other thoroughfares on the west side of the tracks will retain

their former names

The ordinance is the result of Councilman Armbruster's study of number of streets. Mayor Lechter is responsible for the addition of the word west to the names of the avenues. It is believed the west will be distinguished between the streets and avenues and will be of assistance to strangers.

Councilman Armbruster objected to the proposition of adding the west but voted aye with the amendment added--The Yakima Herald, Feb. 20, 1907.

A wholesale change in the names of the avenues west of the tracks has been made by the city council and hereafter these streets will be numbered and will be coded after the "alt" city system. For instance if a house number has been 102 South Selah it will hereafter be 102 South First Avenue West. Eleven streets are affected by the new order changing the names of streets west of and parallel with the Northern Pacific tracks. Street names will be changed as follows:

- Selah street to First Avenue.
- Hydram to Second Avenue.
- Yemas to Third Avenue.
- Kittitas to Fourth Avenue.
- Moxee to Fifth Avenue.
- Alister to Sixth Avenue.
- Tacoma to Seventh Avenue.
- Wentworth to Eighth Avenue.
- Poland to Ninth Avenue.
- Walla Walla to Tenth Avenue.
- Reed to Eleventh Avenue.

Other thoroughfares on the west side of the tracks will retain

Yakima streets

One of the greatest of the improvements to be made in connection with the paving work this summer will be the cutting down of the grade of the hill on West Yakima avenue west of Seventh avenue. The grade of this hill is 4 per cent in its steepest portion. This hill is to be cut down so that the maximum grade will be but 2 per cent and so that there will be a gradual slope from Seventh avenue to the city limits. The 2 per cent grade will be slightly steeper than the grade now existing between Seventh and Eighth avenues. The grade on the greater portion of the hill will be much less than this. The 2 per cent grade will ~~continue for a block~~ continue for a block.

The paving strip on the avenue will be 50 feet wide, leaving a wide parking strip for a slope from the edge of the pavement to the lots above the grade thus putting them on a terrace. Yakima Republic, April 1, 1910.

The changes made in the names of certain streets by the ordinance adopted by the city commission in detail and not mentioned in the summary in the Herald Sunday morning are as follows, as covered in Section 2 of the ordinance:

Section 2; That the name of Luce street be changed and known hereafter as Pacific avenue.

That the name of Park street in South Park addition and New Rainier addition be changed and known hereafter as Rainier st.

That the thoroughfare known as Tietan Drive, Maple street from its intersection with Ninth avenue South, westward and Apple street be known and designated as Division street; said street to extend from the Oregon-Washington Railroad & Navigation company's track westward along the south line of Sections 23 and 24, Township 20 13 North Range 18 E.W. M to the west line of the city limits.

That the thoroughfare known as Linden Lane and Turner street from its intersection with Yakima avenue westward shall be known hereafter as West Yakima avenue.

That the name of Turner street from Pasco avenue westward to Orchard street shall be known hereafter as Terrace street.

That Champagne street shall be known and designated hereafter as West Chestnut.

That Adams street in Boulevard addition shall be known and designated hereafter as Peach street.

That Afton street shall be known and designated hereafter as St Helens street.

That Pasco avenue and Park avenue from its intersection with Maple street to the south city limits shall be known and designated hereafter as Twelfth avenue South; said Twelfth avenue South shall extend from West Yakima avenue south to the south line of the city limits.

2 Streets-Historical

That Highland avenue shall be known and designated hereafter as Thirteenth avenue South.

That Bonnie Brae Avenue, Lesh avenue and Orchard street shall be known as Fourteenth avenue south.

That Argyle street shall be known and designated hereafter as Fifteenth avenue south.

That Miles avenue from its intersection with Turner street to the south city limits shall be known and designated hereafter as Sixteenth avenue North⁰ South.

That Miles avenue from its intersection with Turner street north to the city limits shall be known as Sixteenth avenue north.

That Coumbe and Elliott avenues shall be known as Seventeenth avenue south.

That Winton avenue and Horsley from Champagne street south to the north line of J.B. Berg's five acre tracts shall be known as Eighteenth avenue south.

That Underwood avenue and Sydney street shall be known hereafter as Nineteenth Avenue South.

That Lombard avenue and Lombard avenue extended south to the south line of lot 11, Chase Hill residence lots shall be known as Twentieth avenue South.

That Harvard avenue shall be known hereafter as Fifth Avenue South.

That Princeton Avenue shall be known hereafter as Sixth Avenue south.

That Tacoma avenue shall be known hereafter as Seventh Avenue South.

That Seattle avenue shall be known hereafter as Eighth Avenue South.

3--Streets Historical

That Spokane avenue shall be known hereafter as Ninth avenue South.

That Walla Walla avenue shall be known hereafter as Tenth avenue South.

That Reedavenue shall be known hereafter as Eleventh Avenue South.

That Cherry avenue from its intersection with Sixth avenue to the west line of Block 47 North Modern Addition, according to the official plat thereof shall be known as West Cherry Avenue.

That Willow street shall be known as West A street.

That Western avenue shall be known hereafter as Bonnie Doon avenue.

That South Naches avenue from its intersection with Washington street north to Luce street shall be known hereafter as South Sixth street.

That Fair avenue through Fairchild acre tracts and from its intersection with Washington street south to the city limits shall be known hereafter as South Sixth street.

That the county road on the east line of Section 30, Township 12, North, Range 19 E.W.M. from the south city limits to its intersection with Pacific avenue and also all of Eleventh street shall be known hereafter as Fair avenue.

That the street lying north of Haynes and Victoria addition in the City of North Yakima thence west from its intersection with Walla Walla avenue to its intersection with Park avenue will be known Hereafter as Haynes street--Yakima Herald, October 25, 1911.

Yakima--Underpass

Proposal to construct a street subway at the railroad tracks at Walnut street should be pushed without undue delay, the Commercial club governing board decided this noon.

W.N. Irish, chairman of the committee appointed to investigate the subway plan read his report to the meeting. It was agreed that an understanding between east and west side trade interests should be reached as speedily as possible and that one of the two plans be presented be adopted as soon as its superior feasibility could be determined.

The Northern Pacific railroad, according to the statement of Judge George T. Reid, vice president, included in the committee report, will pay 60 per cent of the cost, the city to pay 40 per cent. One plan calls for a subway of 10 foot overhead , clearance, a double driveway each 18 feet wide with a six foot sidewalk on each side, total cost to be \$260,000.

Of this amount \$231,100 would be spent for the bridge and \$29,000 for raising the tracks. The second plan provides for a height of 14 feet raising the tracks, 10 feet instead of four, and would cost \$349,000 or \$89,000 more than the first plan. The bridge under the second project would cost \$300,000 and raising of the tracks \$49,000/ Railway officials prefer the second plan;

Included in both plans are the estimates for paving the subway and approaches and installing lights. Blue prints prepared by the railway engineers and C.F. Wilson, city engineer, were examined by the committee. Because the railroad officials believe

costs of construction will increase within two or three years they prefer to delay the building of the subway until later but are willing any time to carry out the work.

..... A week from today Benton and Yakima county commissioners will meet with the board to discuss the projected Yakima-White Bluffs highway. Yakima Republic, Jan. 24, 1924.

W. W. Irish, chairman of the committee appointed to investigate

the subway plan, said in his report to the board that it was agreed

that an understanding between east and west side trade interests

should be reached as speedily as possible and that one of the two

plans be presented as soon as the superior feasibility could

be determined.

The Northern Pacific railroad, according to the statement of Judge

George T. Reid, vice president, included in the committee report,

will pay 60 per cent of the cost, the city to pay 40 per cent.

The plan calls for a subway of 10 foot overhead, clearance, a double

trackway each 18 feet wide with a six foot sidewalk on each side,

total cost to be \$250,000.

Of this amount \$21,100 would be spent for the bridge and \$23,900

for raising the tracks. The second plan provided for a height of 14 feet

raising the tracks, 10 feet instead of 14 feet, and could cost \$219,000

or \$20,000 more than the first plan. The bridge under the second

project would cost \$200,000 and raising of the tracks \$19,000.

Railway officials prefer the second plan.

Included in both plans are the estimates for raising the subway

and approaches and installing lights. These plans were prepared

by the railway engineers and E. F. Wilson, city engineer, were

examined by the committee. Because the railroad officials believe

costs of construction will increase within two or three years

they prefer to delay the building of the subway until later and are willing

any time to carry out the work.

Yakima Streets-Traffic

First steps in the campaign to educate the people of Yakima in traffic rules were taken yesterday when photographs were snapped of actual traffic conditions. These views will be used during the campaign.

One of the main objects toward which the city commissioners in connection with the police department are working is the establishment of a system of arterial highways such as are in effect in many of the coast cities.

Mayor W.B. Dudley and Chief of Police James Perry held a conference at some length at which the matter was discussed.

Yakima avenue will be the first street to be established as an arterial highway. Stop signs are now being made by the street department under the direction of J.P. Wierman and will be posted at the corners of the intersections along the avenue. According to present plans six of the signs will be installed at first on the busiest intersections. Others will be set up as time is found to make them until every corner has its sign.

Rules governing arterial highways require that every car stop before entering these streets.... Traffic rules will also apply to pedestrians. White traffic lines have been painted at the intersections of Yakima avenue and Second street and persons crossing that street will be required to follow them--
The Yakima Daily Republic, Sept. 25, 1925.

Paving

Speed crazed citizens of North Yakima may this winter drive their chugging speed wagons over 50 blocks of pavement worth \$420,000 whereas a little over two years ago the main thoroughfare of the avenue was merely macadamized and the simple minded cayuse had hardly gotten over the idea that ~~he~~ might sink to his knees in the receptive muck of Yakima avenue. Even if the paving on Eleventh avenue should not be done this fall the length of paved streets in the city will have been ~~and~~ more than doubled by the work now in progress.

The 20 blocks of pavement in town will have been increased to 50 if that job is finished and to 44 if not.

The pavement bid in 1908 cost \$217,000 all told whereas the contracts ~~in~~ this season total \$203,614, bringing the total laid since May, 1908, to \$420,614.

Of the pavement expected to take place this winter 24 blocks will be of asphalt and 26 of brick. Yakima Republic, August 26, 1910.

City growth sage brush

.....E.M. Pentz petitioned the council to have the sage brush removed from Eighth street between B street and Yakima avenue as it was his intention to put up five or ~~six~~ houses in those blocks this spring. This matter was referred to the street and ditch committee with power to act..Yakima Herald, March 4, 1903.