

Streets-Yakima ave.  
paving

Property owners on West Yakima avenue will frame and present a petition to the city council asking that the proposed asphalt pavement be extended from Seventh avenue to the city limits.

The present plan is to extend the pavement to Seventh avenue west but it is understood that owners living in the Nob Hill district are in favor of the proposition to extend the pavement to the city limits--The Yakima Herald, Sept. 25, 1907.

Yakima streets  
N<sup>o</sup>rth Second

People residing on North Second street will make an effort to secure from the county commission permission to cut that thoroughfare through from the city limits to the new Selah bridge which will be situated about half a mile below the present structure.

It is stated that a large number of the property owners will be willing to give right of way for a 70-foot thoroughfare and in all probability the others will be willing to follow suit.

Directly adjoining the city limits on the north are a large number of city lots and the greater number of property owners of these lots will in all probability be willing to donate enough for the street to enhance the value of their property.

With Second street open and the roadway completed from the city limits to the river, Second street would furnish one of the most beautiful drives in the vicinity of town. The new bridge will be the most substantial one and is set on high ground thus furnishing a roadway where there will be no chance of an overflow such as the approaches to the old bridge were subject to, where there has been considerable difficulty from high water at certain seasons of the year.--The Yakima Herald, August 14, 1907.

## Trees..Yakima avenue

The cutting down of old trees in the way of pavement at the intersection of Yakima avenue and Naches avenue has brought forth vigorous protests from citizens one of whom said this morning:

"Something ought to be done to save these trees. They are 25 years old and it is too bad that after reaching their present size they are to be sacrificed. It seems to me the paving could just as well be laid around them and they be allowed to remain."

City Attorney Frank Allen says the matter was before the council, and after some discussion that body directed that the trees be removed.-Yakima Republic, November 4, 1910.



## Street Paving

Naches avenue will be open to traffic from one end to the other by one week from today. Barring unforeseen accidents or severe storms, the paving will have been completed and the barriers removed by that time.

The intersection of Yakima avenue with Naches which has been ~~completely~~ partially closed for a number of weeks on account of lack of brick will be finished about the middle of the week. Only a few carloads were needed to complete the intersection....  
Yakima Republic, Dec. 9, 1910.

## Paving

To investigate the merits of concrete as a paving material as contrasted with asphalt and brick a committee will be appointed by the mayor at the next meeting of the council. This committee will go to Portland, Spokane, Seattle where concrete paving is now in use to investigate the efficiency of such paving with a view to using some concrete in next year's paving work here.

It is intended to pave First ~~and~~ avenue to the city limits and as much of the heavy traffic into the city comes over that street it is probable that concrete may be specified for the job.

Concrete has been in use for street paving on the Sound for several years and is said to be giving satisfactory service.

Concrete is the cheapest material that has yet been discovered and its use would mean a considerable saving. Mayor Schott stated this morning that according to his information, concrete could be laid in North Yakima at a cost of about \$1.25 per square yard as against \$1.80 for asphalt and ~~and~~ \$2.95 for brick.

The streets as laid in Spokane have a 4-inch base and a 2 1-2 inch wearing surface. The surface is laid off in blocks about the size of ordinary paving blocks to furnish a foothold for horses and an expansion joint is put in every 25 feet to take care of expansion and contraction due to weather changes to prevent cracking--The Yakima Republic, Dec. 23, 1900.

Yakima

Streets

West Walnut street contains more travel than any street leading into the country, yet no other thoroughfare is allowed to remain in the same disgraceful condition.

The residents of Wide Hollow and the Ahtanum come to the city over the road and the only wonder is that they do not do their trading at the old s00 town rather than North Yakima.

A horse can scarcely travel this street without being made lame, and any vehicle is soon racked to pieces by going over the rocks.

Aside from this all the garbage and ofal of the city is dumped by the scavenger in plain sight and within smelling distance of those who pass along the road.

The attention of the authorities is directed to this matter for complaint is heard from not only from farmers who are compelled to put up with these disagreeable conditions and the residents who live in the neighborhood, but the merchants who receive a large part of their trade from the Ahtanum and other sections of the county--Yakima Herald, June 3, 1891.



## 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~~ one side of the street, the odds on the other. The resolution was adopted--Yakima Democrat, March 10, 1900.



It seems very strange that Yakma avenue from Front to First street still remains in such an unsightly condition notwithstanding the repeated requests of property holders that the street be filled in and graded.

Front street is also in a disreputable condition and presents a forbidding sight to Northern Pacific passengers. There should be local pride enough to improve these two thoroughfares at once--  
Yakima Herald, February 6<sup>7</sup>, 1890



The city watering cart participated in two runaways last week  
and came out decidedly the worse therefor. 8-28 90

The water cart team again ran away on Tuesday. They started from  
a walk into a run without provocation and the driver was unable to hold  
them. When opposite Mr. Ogden's millinery store the reach of the  
wagon was broke and the driver was thrown to the ground. The horses  
continued with the front wheels only, to be  
hung up on one of the trees in front of the Guillard house. 10-16-80



this week by E. J. Hughes who has one of the best orchards in this  
section.

Among exhibits sent to Spokane exposition recently were three  
cabbages raised by Mr. Wiley of the Ahtanum that had an  
aggregate weight of 105 pounds, or an average of 35 pounds each.

Fay Temple, a sporting woman, was found dead in her house at the



The council has ordered the building of sidewalks from Chapnel & Cox's store on the north side of Yakima avenue to Third street and from Yakima avenue on the west of Third street to C street. Also on the west side of Second street along blocks 33, 34 and 35. This will extend the sidewalk past the Mason cottages. --Herald, March 21, 1889