

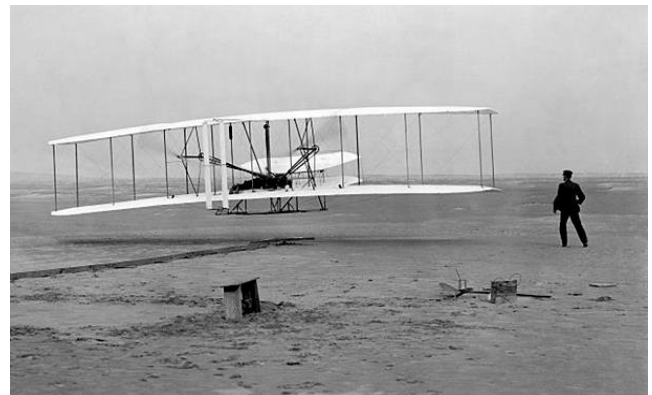


Kent Chronicles

1901-1910

- ❖ **1901**—This US President is the third to be assassinated, just six months into his second term:
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- ❖ **1903**—The Wright brothers make their famous flight at this North Carolina beach:
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- ❖ **1905**—Albert Einstein proposes his special theory of relativity, which states that:
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- ❖ **1906**—This city on the US West Coast is shaken by a magnitude 7.9 earthquake:
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- ❖ **1908**—Henry Ford first produces this iconic automobile:
-

- ❖ **1909**—A British expedition led by Ernest Shackleton comes within fewer than 100 miles of this extreme point on the globe:
-

- ❖ **1910**—England's King Edward VII dies, bringing an end to this era:
-





First Avenue in Kent, facing north, circa 1910

Kent Methodist Church postcard, 1908

The Methodist Church was built in 1883 next to the train tracks, on First Avenue. This building was removed in 1909 and replaced with a new building, which was then torn down in the 1970s when the church moved up the East Hill.



This postcard was written by Ruth Horne to her husband Charles in 1908. She notes on the front of the card that someone she knows named Gillian lives across the road from the Methodist church. Do you notice the cost of postage?

From a 1905
Kent newspaper:

(When reading, go from the bottom of the left column on the first page, to the top of the left column on the second page, then back to the top of the right column on the first page.)

Death of a Pioneer

James H. Titus, Founder of Kent, Dies Last Friday, Aged 82 Years

**Was Mayor of Kent for Two Years.—Last Charter
Member of Titusville Lodge, I. O. O. F.
—Sketch of His Life.**

James H. Titus, one of the earliest pioneers of King County, and really the founder of Kent, died at his home in this city last Friday afternoon. He died at the advanced age of 82, and had been remarkable strong and well preserved up until a few weeks before his death.

A large part of the town of Kent is situated on land formerly a part of the Titus farm. The town itself was named Titusville at its organization and was not changed until the Northern Pacific railroad built its line through the Valley.

Funeral services were held Sunday afternoon under the auspices of the Odd Fellows, of which order Mr. Titus was for many years an honored member. Mr. Titus was one of the five charter members of the Odd Fellows lodge of this place and the last of the five to be stricken from the rolls. The others were M. J. Meeker, Duncan Buchanan, O. A. Jeffery, and M. Myers. The lodge was founded in the year 1886. The lodge was named Titusville Lodge in his honor. The funeral sermon was

which he has long made his home, laboring for its promotion and welfare. He is honored and esteemed by his many friends and acquaintances, and the influence of his life upon the community has been most beneficial.

Mr. Titus was born in Kennebec county, Maine, on the 26th day of September, 1823, and his ancestors settled in that locality when the territory was known as Massachusetts.

In 1844 he left the ancestral home and removed to Michigan, where for a year he worked for a year at the blacksmith's trade in Kalamazoo and Marshall, and for the succeeding four years made his home at Springfield, Massachusetts. Returning to Maine in 1849, he purchased a farm in Kennebec county, but in that year the gold excitement in California attracted him, and selling his possessions in the old Pine Tree state he made the journey, via Cape Horn, to the Pacific coast in the fall of 1849. During the first four years in the Golden state he worked at his trade in Marysville, while for the succeeding ten years he

preached by Rev. Mr. Sharpe, adventist preacher of Seattle. The services were held in the I.O.O.F. hall and were attended by a gathering of friends of the deceased which nearly filled the large hall. The floral decorations were very beautiful, one of the prettiest being the emblem of the order, the three links. Mr. Titus was the second Mayor of Kent, and was always one of its foremost citizens. The mayor and city council turned out in a body and also furnished a beautiful floral design, a large cross bearing the dates 1891-1893, showing the years Mr. Titus served as mayor. Ex-mayors in attendance were Mr. Geo. Woods and Capt. J. J. Crow.



THE LATE JAS. H. TITUS.

The following sketch of the life of Mr. Titus is taken from the book "Lives and Achievements of King County Pioneers:"

The name of James H. Titus is inscribed high on the roll of King county's honored pioneers and eminent men, and the part which he took in founding and developing the county well entitles him to prominent mention in this volume. He established the town of Kent, in

was the proprietor of a hotel at Oroville, and in 1872 he came to Seattle, Washington, purchasing and making his home on the Dwamish river for two years. In 1874 he took up his abode at Maddoxville on the White river, where he followed the dual occupation of farming and blacksmithing for five years, on the expiration of which period he became the owner of one hundred acres of land, and on a portion of this place the town of Kent was afterward built. When the Northern Pacific Railroad was constructed through this section, in 1884, Mr. Titus disposed of a part of the farm on the east side of the track to parties who laid it out into town lots, but he since held the remainder, consisting of about thirty lots, on which he has erected many residences, and the property is situated on the west side of the railroad track. He is practically the founder of Kent, which stands as a monument to his enterprising spirit. In its infancy this place was given the name of Titusville, but at the request of the post office department the name was afterward changed to Kent. In his fraternal relations he is a charter member of Titusville Lodge, Independent Order of Odd Fellows, with which he has been identified since its organization in 1886.

The marriage of Mr. Titus was celebrated in Springfield, Massachusetts, in 1846, when Miss Sarah Ketchum became his wife. She was born in Brownhelm, Lawrence county, Ohio, on the 26th day of June, 1829. Eight children were born unto the union of Mr. and Mrs. Titus, but the family circle has been broken by the hand of death, George Henry, who was born in 1848, having died in California at the age of twenty-two years, while a daughter, Carrie L., born in 1857, died in Whatcom county, Washington, in 1893. The living children are: James Arthur, a resident of Kent; Edward Everett, a farmer near that city; Melvin, who is engaged in agricultural pursuits in Whatcom county; Edith M., the wife of James T. Jones, also of Kent; Lillie E., the wife of James Shoff, of Christopher and Leroy C., at home.



Kent High School class of 1908



Sitting Room of J. T. Jones House, 1900s

**Jones' wife Edith was the daughter of James H. Titus*

*Miss Flora May Henderson
Mr. Oscar Christopher
Married*

*Wednesday, December twenty-second
nineteen hundred and nine
Seattle, Washington*

*At Home
after March the first
Christopher, Washington*

**Marriage Announcements,
1909 and 1910**

These cards were sent to friends of newly married couples, usually those friends who were not able to attend the ceremony, to announce the marriage and also the date the couple would be "at home," or available for the customary social calls on newlyweds.

Top:

Miss Flora May Henderson
Mr. Oscar Christopher
Married
Wednesday, December twenty-second
nineteen hundred and nine
Seattle, Washington

At Home
after March the first
Christopher, Washington

Bottom:

Mrs. W. S. Crabhill
announces the marriage of her daughter
Olga Alphild Dahlquist
to
Joseph Winston
Saturday, January the first
nineteen hundred and ten
at
Kent, Washington

At Home
after February the first
Riverside, Wash.

Mrs. W. S. Crabill

announces the marriage of her daughter

Olga Alphild Dahlquist

to

Joseph Winston

Saturday, January the first

nineteen hundred and ten

at

Kent, Washington

*At Home
after February the first
Riverside, Wash.*

According to the Emily Post Institute, "printed or handwritten announcements are sent to those left off of the guest list, or to acquaintances or business associates who might wish to hear the news. Announcements carry no obligation to return a gift, and they are never sent to anyone who has received an invitation."

\$38.50

AMERICAN BEAUTY

DON'T BUY A CHEAPER BUGGY, for while our lower priced top buggies are covered by our AND MUCH LOWER IN PRICE than you can buy elsewhere, and are MUCH BETTER IN QUALITY. You Get More For Your Money When You Order Our AMERICAN BEAUTY at \$38.50.

WHILE WE SELL A GOOD TOP BUGGY, our own make, guarantee at \$26.95, a better top buggy than you can buy in Chicago

or elsewhere at \$35.00; the difference in price between our cheapest top buggy of our own make, \$26.95, and the price we ask for the American Beauty, \$38.50, a difference of \$11.55, permits of our adding so very much to the quality of the rig. This difference of \$11.55 goes so far in improving every part, the wheels, the ironing, the rear throughout, the body, the painting, finishing, upholstery, gives us such an opportunity to add to the durability, the wearing qualities, the appearance, the very life of the buggy, that we know positively if you could be at our factory and see this, our new 1906 Model American Beauty Top Buggy we can possibly build and sell at a lower price, you would gladly pay the difference. You wouldn't think of selecting the cheaper grade. Place this American Beauty, if you please, alongside of our cheapest top buggy, the \$26.95 rig. While our cheapest \$26.95 top buggy will look better, be better and wear better than any top buggy you can buy elsewhere at \$35.00, yet you will see where in actual wearing qualities, in appearance, finish and all, there is to the man who buys the rig for his own use, more than double the difference we ask, more than twice the \$11.55 difference. This difference of \$11.55, the exact difference between our price on the new 1906 Model American Beauty and the cheapest top buggy we build, represents only the actual difference in cost to manufacture, the difference in the cost of the raw material, the fine workmanship and beautiful finish. Therefore, fully in the interest of the buyer, to anyone selecting a top buggy for their own use, we advise you to act as we know you would act, could you be in our factory and examine the finished work, the different materials used, the workmanship and finish that goes into the finished rig, then we know you would select one of our higher grade buggies, either this, our \$38.50 American Beauty, or one of the still higher grades.

or one of the still higher grades.

ON OUR AMERICAN BEAUTY, a fine rig, the difference of \$11.55 in manufacturing cost between the American Beauty and our cheapest top buggy, enables us to make this investment where it will do the most good and in offering you the American Beauty Top Buggy we have gone so far in this direction that we have decided to show this buggy in a large illustration with a complete description as the page space will permit, in the hope that our customers, in selecting a buggy for their own use, rather than decide to select a top buggy at from \$26.95 to \$32.00, will pay just a few dollars difference, \$38.50, and let us send them our really high grade new 1906 Model American Beauty for only \$38.50.

IF YOU HAVE BEEN THINKING OF BUYING A TOP BUGGY at say from \$27.00 to \$35.00, and you will spend a few dollars more and select the American Beauty at \$38.50, we know you will always be much better pleased with your selection. We know you will appreciate that the \$2.00 extra you will put in the top, the trimmings, the wheels, gear and body, have been carefully, judiciously and honestly expended, placed only where they will add to the wearing qualities, beauty, comfort, style and lasting satisfaction the buggy will give.

OUR AMERICAN BEAUTY OFFER. If you have been thinking of buying a top buggy for less than \$38.50, and are just a little bit undecided, as an inducement for you to get this beautiful rig in preference to any buggy we could possibly build for you at a lower price, as a guarantee that you will after you have seen and used the American Beauty, feel confident that you have gotten at least ten dollars of real intrinsic value for every dollar the American Beauty has cost you more than a lower priced buggy, we make you this special American Beauty buggy offer:

SEND US YOUR ORDER for an American Beauty top buggy, exactly as illustrated and described, enclose our price \$38.50, and we will send you the buggy immediately, carefully crated, we will guarantee the buggy to reach you promptly and in perfect condition. If it should by chance be damaged in any way by the railroad company, we will agree to immediately take it back and return your money, although the way we paper, crate and pack our buggies, they rarely ever reach their destination with even the slightest scratch or mar. After you have received the American Beauty buggy, which will be but a very few days, for our sales on this buggy are so large we always keep a stock on hand ready for immediate shipment, you then pay the railroad agent the freight charge which, by the way, amount to next to nothing compared with what you save in price; the freight charges to points one hundred to five hundred miles from our factory at Evansville, Indiana, on a top buggy will be from one dollar to four dollars greater or lesser distances in proportion. You take the buggy home, give it ten days' trial to compare it with buggies made or sold by others at \$20.00 to \$30.00 more money, compare it, if you can, with any buggy you can buy anywhere at the same or a lower price, and if you are not perfectly satisfied if you do not and the American Beauty buggy equal or better than any buggy you could buy elsewhere at a much higher price if you are not convinced as between selecting the American Beauty at \$38.50 and any top buggy at a lower price that you have made a wise selection, that for the slight difference in cost you have gotten many times the difference in real intrinsic value, return many times the difference in real intrinsic value, return the buggy to us at our expense of freight charges, and we will immediately return your money together with any freight charges paid by you; and remember, the American Beauty is covered by our written, binding one-year guarantee, as explained in this catalogue, and it is made of such material and built in such a way that with care it will really last a natural lifetime.



No. 11E105

THE ABOVE ILLUSTRATION, engraved by our artist from a photograph, will give you some idea of the appearance of this buggy; although pictures differ but little, while to you a buggy to try and examine, especially this, our American Beauty at \$38.50, or one of our higher grades. If you want a top buggy please don't order a cheaper grade. In your own interest, take this one or a better one. REMEMBER you get a PROFIT SHARING CERTIFICATE good for valuable articles FREE to you.

BODY. Body is 23 inches wide, 35 inches long, piano box, hardwood solid construction frame, hardwood corner post seat frame and cross pieces. There are more than twenty points in the construction of this body that takes it entirely out of the class of buggies made by others or any buggy we could sell you at a lower price; in short, it combines every up to date high grade feature.

GEAR. This gear is made better and is better than any gear you could buy elsewhere in a buggy at anything like the price, superior in many details to any gear we could furnish you in a top buggy at a lower price. It is hung on 1 1/2-inch steel axles, long distance, dust and mudproof Bell collar pattern, fitted with micrometer gauge for exact pitch and shape. The system of fitting the hickory axle caps, truing the rear to perfect track, and, excuse, our special high grade fifth wheel, specially finished elliptical end springs—full 36 inches; special iron body loops, double hickory reach, ironed full length; in short, the almost innumerable features go in the building up of this high grade gear puts it in a class by itself and prompts us to urge that you do not select lower priced work. Either order this buggy or one of our still higher grade rigs.

WHEELS. Sarven's patent second growth hickory wheels, perfect track, carefully selected 3/4-inch rim screwed on each side of spokes throughout, 1/2-inch thick oval edge steel tire, set by our own special process, front wheels are 38 inches high, rear wheels 42 inches, or if desired, front wheels 40 inches high, rear wheels 44 inches. In the making of our wheels for

this and the higher grade buggies we go farther than any other factory and make them perfect and make them well, but space prevents our giving but very little detail.

TOP. This top is longer, deeper and more graceful than you will find on any other work; has extra deep genuine leather quarters, genuine leather back stays, heavy rubber roof and back curtain, back stays are padded, and lined, fancy stitched and scalloped, lined with wool head lining, lined back curtain. We use four roll-up straps to hold up the rear curtain. Good heavy side curtains. It is trimmed with nickel curtain fasteners, comes in three bows or we will furnish with four bows if desired. On this higher grade gear we use such tops as you will find on no ordinary top buggy.

PAINTING. decorated; fancy seat risers; rear we furnish regularly painted blood carmine, handsomely striped with black. When desired we can furnish the rear painted Brewster rear green or New York red. If you could follow this or any of our higher grade buggies through our painting department you would understand why our customers tell us that our buggies look better after three years' wear than the ordinary buggy will look after six months' wear.

TRIMMINGS. This is one of the most stylishly trimmed buggies in our entire line. You will note that it is trimmed in fancy colored keratol leather with a deep roll around the back, center is made up of small biscaite, neatly tufted. The side are plain, the whole effect is pleasing.

back fitted with plenty of springs. It is easy riding and very attractive. Seat cushion is furnished in nicely tufted broad pattern, fitted with plenty of springs so as to make it easy riding. Seat ends are padded and lined. Back is of a solid piano pattern, handsomely finished, and when desired we supply this buggy in fancy colored cloth in place of keratol leather, without any extra charge. This buggy is trimmed throughout in the best possible manner, nickel dash rail and top trimmings, quick shifting shaft couplers, velvet carpet, hand levers are lined with carpet, storm apron, boot, wrench, anti-rattlers and leather trimmed shafts.

TRACK. 4 feet 8 inches or 5 feet 2 inches. Net weight, about 250 to 290 pounds. If you have been in the habit of paying \$35.00 or less for a top buggy, then this will mean the top buggy we want you to order. It is much better in every way than any buggy we could sell you at \$20.00 or less, and so entirely different from any buggy you could buy from any other house, even at \$45.00 to \$50.00. It does a job that it is large and roomy; nothing skimped to save cost, and roomy seats, liberally large body, dash, top, etc., a wonderfully substantial gear and wheels, especially good because and upholstery, a beautiful job of painting, accurately gauged, light draught, exceedingly comfortable, easy ride, positively the lowest price we have ever been able to place on such high grade work, and we furnish this wonderful value in our American Beauty at \$38.50 and upward, according to its specifications as listed above.

File, in place of shafts.....	1.50	No. 11E105 Price, complete, with double braided shafts and steel tires.....	\$38.50
B th pole and shafts.....	3.75	Price, complete, fitted with 1/2-inch Kelly Springfield guaranteed rubber tires.....	\$1.60
Genuine leather cushion and back in place of keratol.....	1.50	Price, complete, fitted with 3/4-inch Kelly Springfield guaranteed rubber tires.....	\$1.50
Full leather top with rubber side curtains in place of keratol.....	2.15	Price, complete, fitted with 1-inch Kelly Springfield guaranteed rubber tires.....	\$2.15
		For cheaper rubber tires, see page 201.	

Shipping weight, crated under 30 inches, about 450 pounds. Shipped from factory.